

CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION

Meeting Date: 05/26/2015
 Agenda Item: 6

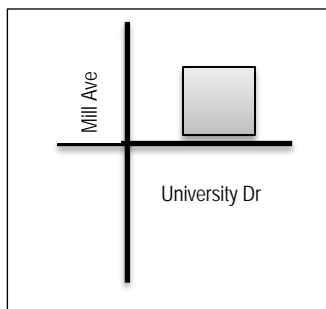
ACTION: Request for an Amended Planned Area Development Overlay and a Development Plan Review for a new mixed-use development for commercial, hotel and 453 units that consist of 3 towers with a maximum height of 240 feet and a Use Permit for tandem spaces for **7th STREET MIXED USE** (PL140488), located 110 East University Drive. The applicant, *Darin Sender, Sender Associates, Chtd.*.

FISCAL IMPACT: While this ordinance change does not directly impact revenue, the planned development will result in collection of the standard development fees, calculated according to the approved fee structure at the time of permit issuance.

RECOMMENDATION: Staff – Approval, subject to conditions

BACKGROUND INFORMATION: 7th Street MIXED USE (PL140488) The request includes the following:

- PAD15007 Amended Planned Area Development Overlay to allow retail, restaurant, hotel and 453 apartments that consist of 3 towers with a maximum height of 240 feet in the CC, City Center District and within the T.O.D., Transportation Overlay District.
- ZUP15052 Use Permit to allow 40 tandem parking spaces within garage.
- DPR15122 Development Plan Review including site plan, building elevations, and landscape plan



Existing Property Owner	The Opus Development Company
Applicant	Darin Sender, Sender Associates
Current Zoning District	Central City (CC PAD), Transportation Overlay District (TOD)
Gross/Net site area	3.224 acres
Total Building area	1,080,265 gsf
Lot Coverage	92.8 % (100% maximum allowed)
Building Height	240 ft (285 ft maximum allowed)
Building Setbacks	0' front, 0' side, 0' rear (0, 0, 0 min.)
Landscape area	33% (18.9% minimum required)
Vehicle Parking	1056 spaces (971 minimum required)
Bicycle Parking	486 spaces (474 minimum required)

ATTACHMENTS: Ordinance, Development Project File

STAFF CONTACT(S): Larry Tom, Principal Planner (480)350-8562

Department Director: Dave Nakagawara, Community Development Director
 Legal review by: N/A
 Prepared by: Larry Tom, Principal Planner

COMMENTS:

This site is block 14 of the Tempe subdivision and is bounded by University Drive (8th Street) to the south, Forest Avenue to the east, Myrtle Avenue to the west and 7th Street to the north.

Existing entitlements for this property that will remain in effect are:

Existing uses on the site include: Surface parking lot.

This request includes the following:

1. Use Permit to allow 40 tandem parking stalls.
2. Development Plan Review which includes: mixed-use development for retail, restaurant, hotel and 453 apartments that consist of 3 towers with a maximum height of 240 feet.
3. Amended Planned Area Development to modify standards for density, landscaping, building height and vehicle parking.

The applicant is requesting the Development Review Commission take action on the item one listed above, and provide recommendations to City Council for items two and three listed above.

For further processing, the applicant will need approval for a Subdivision Plat, to combine the individual lots into one and a Horizontal Regime Subdivision, to create individual for-sale condominium units.

PRELIMINARY SITE PLAN REVIEW

12/24/14 First Preliminary Site Plan Review was complete. The plan identified 3 towers are at the height of 20 stories 224'(residential), 12 stories 144' (residential) and 16 stories 180'(hotel). A total of 444 residential units and 1,034 parking spaces for the development were proposed. Staff suggested that curb cuts be limited along Myrtle Avenue and the hotel entry and valet be redesigned. Other concerns included the reduction in on street parking spaces along 7th Street.

3/18/15 2nd Preliminary Site Plan Submittal was complete. The plan identified 3 towers are at the height of 20 stories 240'(residential)', 12 stories 164'(residential) and 14 stories 200'(hotel). With a total of 447 residential units and 893 parking spaces with 40 tandem spaces. Staff asked for a parking study to justify the reduction, a shade study and landscape plan. Staff also asked for a dedicated right turn lane from Forest Avenue onto University Drive.

5/6/15 Review of form application was complete. The plan identified 3 towers are at the height of 20 stories 240'(residential)', 12 stories 164'(residential) and 14 stories 200'(hotel). With a total of 453 residential units and 1056 parking spaces with 40 tandem spaces.

PUBLIC INPUT

- Neighborhood meeting held: April 23, 2015 from 5:30 p.m. to 7:30 p.m..
- See attached summary of meeting provided by the applicant, (attachment pg 42-65).
- Approximately 21 residence, business and property owners attended the meeting. The concerns included building height, traffic, student housing and construction impacts.

PROJECT ANALYSIS

PLANNED AREA DEVELOPMENT

The following table indicates the Amended Planned Area Development overlay standards proposed in comparison with the standard for the existing Planned Area Development Overlay. The significant characteristic is the change in height from the maximum 300'-0" height allowed in the previous PAD to 240' 0" on the request. The request includes the addition of 453 residential dwelling units at a density of 140.50 du/a from the previously amended request that did not have residential units.

PROJECT NAME – PAD Overlay

Standard		Previous CC/PAD/TOD	Proposed CC/PAD/TOD	
Residential Density		None	453 Units	
Building Height (feet) [Exceptions, see Section 4-205(A)]				
Building Height Maximum		300 ft.	240 ft.	
Building Height Step-Back Required Adjacent to SF or MF District [Section 4-404, Building Height Step-Back]		None	None	
Maximum Lot Coverage (% of net site area)		100%	92.8%	
Minimum Landscape Area (% of net site area)		18.9%	33%	
Setbacks (feet) (a) [Exceptions, see Section 4-205(B)]				
Front		0 ft	0 ft	
Parking		0 ft	0 ft	
Side		0 ft	0 ft	
Rear		0 ft	0 ft	
Street Side		0 ft	0 ft	
Parking		0 ft	0 ft	
Bicycle Parking		84	+486	
Parking		1217	1056 227 Public 40 Tandem	

Section 6-305 D. Approval criteria for P.A.D.:

1. *The development fulfills certain goals and objectives in the General Plan and the principles and guidelines of other area policy plans. Performance considerations are established to fulfill those objectives.*
The development supports the General Plan by providing a variety of residential development within the mixed use development of hotel and commercial uses. Its proximity to the University, Downtown and new office development provides housing and active commercial uses for the area.
2. *Standards requested through the PAD Overlay district shall take into consideration the location and context for the site for which the project is proposed.*
The Development of 7th Street Mixed Use meets the criteria of the Downtown Height Study and is within the previously approved height of surrounding entitlements.
3. *The development appropriately mitigates transitional impacts on the immediate surroundings.*
The proposed development proposed 3 towers at varying heights with the shortest tower on the north to respect the low scale commercial on the north side of 7th Street. The hotel tower is placed along University Drive just north of Arizona State University. The development has the tallest tower in the middle tower of the development to less the impact on surrounding properties.

USE PERMIT

The proposed use requires a use permit, to allow 40 tandem parking spaces. These 40 tandem spaces will be located on levels 3 and 4 of the parking structure for use of the hotel valet.

Section 6-308 E Approval criteria for Use Permit:

1. *Any significant increase in vehicular or pedestrian traffic.*
Approval of the Use Permits will not result in a significant increase in vehicular or pedestrian traffic.
2. *Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions*

The request for tandem parking will not create a nuisance exceeding that of ambient conditions.

3. *Contribution to the deterioration of the neighborhood or to the downgrading of property values, the proposed use is not in conflict with the goals objectives or policies for rehabilitation, redevelopment or conservation as set forth in the city's adopted plans or General Plan*

These requests should not contribute to the deterioration of the neighborhood or downgrading of property values. The requests provide flexibility in garage and building design, creating a unique project.

4. *Compatibility with existing surrounding structures and uses.*

The tandem parking spaces will not be noticeable from the perimeter of the site.

5. *Adequate control of disruptive behavior both inside and outside the premises which may create a nuisance to the surrounding area or general public.*

The requests should lead to disruptive behavior.

The manner of conduct and the building for the proposed use will not be detrimental to persons residing or working in the vicinity, to adjacent property, to the neighborhood, or to the public welfare in general, and that the use will be in full conformity to any conditions, requirement or standards prescribed therefore by this code.

DEVELOPMENT PLAN REVIEW

7th Street Mixed Use includes a new mixed-use development for retail, restaurant, hotel and 453 apartments that consist of 3 towers with a hotel tower of 200 feet, residential tower 1 at 240 feet and residential tower 2 at 164 feet. The property is currently a public surface parking lot that serves the university and surrounding businesses.

Site Plan

The plan shows for a new mixed-use development for retail and restaurant at the ground level. A 200 foot hotel along University Drive, with pedestrian entrance from University Drive and Myrtle Avenue and the main vehicular access from Myrtle Avenue. The plan also includes two residential towers with tower one at a height of 240 feet and tower 2 at 164' with a total of 453 units. The development also includes a total of 1,056 parking spaces with one level subgrade and four levels above. The above grade parking levels will be wrapped with residential and hotel uses.

Building Elevations

The building incorporates perforated metal and finished metal panels with glazing at the upper levels. The lower levels and at the pedestrian level the use of glazing along with natural sandstone panels, and ground face CMU are used to soften the structure.

Landscape Plan

The use of Southern Live Oak is used for shading the pedestrian sidewalks along Myrtle and Forest Avenues while the use of Evergreen Elms is used along 7th Street to frame the main entry into tower 2. Date Palms are the only tree used along the University Drive and at the corner of Forest Avenue.

Section 6-306 D Approval criteria for Development Plan

1. Placement, form, and articulation of buildings and structures provide variety in the streetscape;
2. Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort;
3. Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings;
4. Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings;

5. Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level;
6. Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions;
7. Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;
8. Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;
9. Plans appropriately integrate *Crime Prevention Through Environmental Design* principles such as territoriality, natural surveillance, access control, activity support, and *maintenance*;
10. *Landscape* accents and provides delineation from *parking*, *buildings*, *driveways* and *pathways*;
11. *Signs* have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the *building* or site on which they are located; and
12. Lighting is compatible with the proposed *building(s)* and adjoining *buildings* and uses, and does not create negative effects.

Conclusion

Based on the information provided and the above analysis, staff recommends approval of the requested Planned Area Development , Use Permit and Development Plan Review. This request meets the required criteria and will conform to the conditions provided.

REASONS FOR APPROVAL:

1. The project meets the General Plan Projected Land Use and Projected Residential Density for this site.
2. This project is consistent with the Downtown Height Study, identified as the Urban Core, having a maximum height of 300feet.
3. The project will meet the development standards required under the Zoning and Development Code.
4. The PAD overlay process was specifically created to allow for greater flexibility, to allow for increased heights.
5. The proposed project meets the approval criteria for an Amended Planned Area Development, Use Permit and Development Plan Review.

PAD15007

CONDITIONS OF APPROVAL:

EACH NUMBERED ITEM IS A CONDITION OF APPROVAL. THE DECISION-MAKING BODY MAY MODIFY, DELETE OR ADD TO THESE CONDITIONS.

General

1. A building permit application shall be made on or before two years from the date of City Council approval, or the zoning of the property may revert to that in place at the time of application. Any reversion is subject to a public hearing process as a zoning map amendment.
2. The property owner(s) shall sign a waiver of rights and remedies form. By signing the form, the Owner(s) voluntarily waive(s) any right to claim compensation for diminution of Property value under A.R.S. §12-1134 that may now or in the future exist, as a result of the City's approval of this Application, including any conditions, stipulations and/or

modifications imposed as a condition of approval. The signed form shall be submitted to the Community Development Department no later than *July 27 2015*, or the *PAD* approval shall be null and void.

3. The Planned Area Development Overlay for 7th Street Mixed Use shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department prior to issuance of building permits.
4. An amended Subdivision Plat is required for this development and shall be recorded prior to issuance of building permits.
5. A Condominium Plat (Horizontal Regime) shall be provided for the residential units and shall be recorded prior to an occupancy permit.
6. The developer must receive approval of the final Traffic Impact Study from the Traffic Engineering prior to issuance of a building permit.
7. The Hotel tower shall have a maximum building height of 200' and shall not be less than 175' in height.

ZUP15052

CONDITIONS OF APPROVAL

1. A building permit application shall be made on or before two years from the date of City Council approval, or the Use Permit shall be null and void.
2. Tandem spaces shall not be used for public parking spaces.

DPR15122

CONDITIONS OF APPROVAL

Site Plan

- 1) The site plan is approved as submitted April 23, 2015, minor modifications may be reviewed through the plan check process of construction documents; major modifications will require submittal of a Development Plan Review.
- 2) Provide a dedicated right turn lane from Forest Avenue onto University Drive. The design and location shall be constructed and designed to meet the Traffic Engineering Design Criteria and Standard Details of the City of Tempe.
- 3) Provide 8'-0" wide public sidewalk along arterial roadways, or as required by Traffic Engineering Design Criteria and Standard Details.
- 4) Provide service yard and mechanical (cooling tower/generator) yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment. Locate electrical service entrance sections inside the service yard, as indicated.
- 5) Provide gates of steel vertical picket, steel mesh, steel panel or similar construction. Where a gate has a screen function and is completely opaque, provide vision portals for visual surveillance. Provide gates of height that match that of the adjacent enclosure walls. Review gate hardware with Building Safety and Fire staff and design gate to resolve lock and emergency ingress/egress features that may be required.
- 6) Provide upgraded paving at each driveway consisting of unit paving. Extend this paving in the driveway from the right-of-way line to 20'-0" on site and from curb to curb at the drive edges. From sidewalk to right-of-way line, extend concrete

paving to match sidewalk.

- 7) Provide driveway details using T-320 at the east and west drive entries.
- 8) Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.
- 9) Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

Floor Plans

- 10) Exit Security:
 - a) Provide visual surveillance by means of fire-rated glazing assemblies from stair towers into adjacent circulation spaces.
 - b) In instances where an elevator or stair exit in the office or garage is within 21'-0" of an alcove, corner or other potential hiding place, position a refracting mirror to allow someone in the exit doorway to observe in the mirror the area around the corner or within the alcove that is adjacent to the doorway.
- 11) Public Restroom Security:
 - a) Lights in restrooms:
 - i) Provide 50% night lights
 - ii) Activate by automatic sensors, key or remote control mechanism
 - b) Single user restroom door hardware:
 - i) Provide a key bypass on the exterior side
- 12) Garage Security:
 - a) Minimize interior partitions or convert these to semi-opaque screens to inhibit hiding behind these features.
 - b) Provide exit stairs that are open to the exterior as indicated.
 - c) Paint interior wall and overhead surfaces in garage floor levels with a highly reflective white color, minimum LRV of 75 percent.
 - d) Maximize openness at the elevator entrances and stair landings to facilitate visual surveillance from these pedestrian circulation areas to the adjacent parking level.
- 13) Parking Garage:
 - a) Minimum required parking dimensions shall be clear of any obstructions.
 - b) At the ends of dead-end drive aisles, provide a designated turn-around space, minimum 8'-6" clear in width (locate on left side if available), including 3'-0" vehicular maneuvering area for exiting. Turn-around area shall be clearly demarcated.
 - c) Provide a minimum 2'-0" of additional width for parking spaces when adjacent to a continuous wall.

Building Elevations

- 14) The materials and colors are approved as presented:
 - a) Perforated Metal Panels – Kynar Finish
 - b) Metal wall panels – 2C Terra Cotta
 - c) Metal wall panels – 2D Zinc
 - d) Metal wall panels – 2E Stone White
 - e) ACM Panel – 2F Citycape

- f) Natural Stone panels – 4A Teak Finish
 - g) Concrete slats – 4B OKO Skin Terra (mixed sandblasted texture)
 - h) Stacked CMU – 5A Trendstone (ground face)
 - i) Provide primary building colors and materials with a light reflectance value of 75 percent or less. Specific colors and materials exhibited on the materials sample board are approved by planning staff. Additions or modifications may be submitted for review during building plan check process.
- 15) Exterior building walls, including windows shall provide a minimum sound transmission class of (55) or greater.
 - 16) Provide secure roof access from the interior of the building. Do not expose roof access to public view.
 - 17) Conceal roof drainage system within the interior of the building. Minimize visible, external features, such as overflows, and where needed design these to enhance the architecture of the building.
 - 18) Incorporate lighting, address signs, and incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations. Exposed conduit, piping, or related materials is not permitted.
 - 19) Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.
 - 20) Upper/lower divided glazing panels in exterior windows at grade level, where lower glass panes are part of a divided pane glass curtain-wall system, shall be permitted only if laminated glazing at these locations is provided.
 - 21) Each phase of development shall include four sided architecture as to not leave un-finished exterior walls exposed. Materials uses shall be consistent with the finish materials approved for the project.

Lighting

- 22) Illuminate building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance at these locations.

Landscape

- 23) Heritage Live Oak trees (minimum 36" box) shall be integrated with the proposed palm trees along University Drive and Forest Avenue, provide a minimum of 33% shade per TOD standards.
- 24) The plant palette is approved as proposed and specified on the landscape plan. Any additions or modifications may be submitted for review during building plan check process.
- 25) Arterial street trees shall be a minimum of 36" box specimens and a minimum of 1 ½" caliper trunk.
- 26) Irrigation notes:
 - a) Provide dedicated landscape water meter.
 - b) Provide pipe distribution system of buried rigid (polyvinylchloride), not flexible (polyethylene). Use of schedule 40 PVC mainline and class 315 PVC ½" feeder line is acceptable. Class 200 PVC feeder line may be used for sizes greater than ½". Provide details of water distribution system.
 - c) Locate valve controller in a vandal resistant housing.
 - d) Hardwire power source to controller (a receptacle connection is not allowed).
 - e) Controller valve wire conduit may be exposed if the controller remains in the mechanical yard.
 - f) Repair existing irrigation system (on site or in the adjacent public right of ways) where damaged by work of this project. Provide temporary irrigation to existing landscape for period of time that irrigation system is out of repair.

Design irrigation so existing plants on site or in frontages is irrigated as part of the reconfigured system at the conclusion of this construction.

- 27) Include requirement to de-compact soil in planting areas on site and in public right of way and remove construction debris from planting areas prior to landscape installation.
- 28) Top dress planting areas with a rock or decomposed granite application. Provide rock or decomposed granite of 2" uniform thickness. Provide pre-emergence weed control application and do not underlay rock or decomposed granite application with plastic.
- 29) Trees shall be planted a minimum of 20'-0" from any existing or proposed public water or sewer lines. The tree planting separation requirements may be reduced from the waterline upon the installation of a linear root barrier, a minimum of 6'-0" parallel from the waterline, or around the tree. The root barrier shall be a continuous material, a minimum of 0.08" thick, installed 0'-2" above finish grade to a depth of 8'-0" below grade. Final approval subject to determination by the Public Works, Water Utilities Division.

Signage

- 30) Provide address sign(s) on the building elevation facing the street to which the property is identified. (no higher than the 2nd story)
 - a) Conform to the following for building address signs:
 - 1) Provide street number only, not the street name
 - 2) Compose of 12" high, individual mount, metal reverse pan channel characters.
 - 3) Self-illuminated or dedicated light source.
 - 4) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
 - 5) Do not affix number or letter to elevation that might be mistaken for the address.
 - b) Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.
 - c) Provide one address sign on the roof of the building. Orient sign to be read from the south.
 - 1) Include street address number in 6'-0" high characters on one line and street name in 3'-0" high characters on a second line immediately below the first.
 - 2) Provide high contrast sign, either black characters on a light surface or white characters on a black field that is painted on a horizontal plane on the roof. Coordinate roof sign with roof membrane so membrane is not compromised.
 - 3) Do not illuminate roof address.

CODE/ORDINANCE REQUIREMENTS:

THE BULLETED ITEMS REFER TO EXISTING CODE OR ORDINANCES THAT PLANNING STAFF OBSERVES ARE PERTINENT TO THIS CASE. THE BULLET ITEMS ARE INCLUDED TO ALERT THE DESIGN TEAM AND ASSIST IN OBTAINING A BUILDING PERMIT AND ARE NOT AN EXHAUSTIVE LIST.

- The owner(s) shall provide a continuing care condition, covenant and restriction for all of the project's landscaping, required by Ordinance or located in any common area on site. The CC&R's shall be reviewed and placed in a form satisfactory to the Community Development Manager and City Attorney.
- Development plan approval shall be void if the development is not commenced or if an application for a building permit has not been submitted, whichever is applicable, within twelve (12) months after the approval is granted or within the time stipulated by the decision-making body. The period of approval is extended upon the time review limitations set forth for building permit applications, pursuant to Tempe Building Safety Administrative Code, Section 8-104.15. An expiration of the building permit application will result in expiration of the development plan.
- Specific requirements of the **Zoning and Development Code (ZDC)** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through www.tempe.gov/zoning or purchase from Community Development.
- **SITE PLAN REVIEW:** Verify all comments by the Public Works Department, Community Development Department, and Fire Department given on the Preliminary Site Plan Review. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Division will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.
- **STANDARD DETAILS:**
 - Access to Tempe Supplement to the M.A.G. Uniform Standard Details and Specifications for Public Works Construction, at this link: <http://www.tempe.gov/city-hall/public-works/engineering/standards-details> or purchase book from the Public Works Engineering Division.
 - Access to refuse enclosure details and all other Development Services forms at this link: <http://www.tempe.gov/city-hall/community-development/building-safety/applications-forms>. The enclosure details are under Civil Engineering & Right of Way.
- **BASIS OF BUILDING HEIGHT:** Measure height of buildings from top of curb at a point adjacent to the center of the front property line.
- **COMMUNICATIONS:**
 - Provide emergency radio amplification for the combined building and garage area in excess of 50,000 sf. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Refer to this link: www.tempe.gov/index.aspx?page=949. Contact the Information Technology Division to discuss size and materials of the buildings and to verify radio amplification requirements.
 - For building height in excess of 50'-0", design top of building and parapet to allow cellular communications providers to incorporate antenna within the building architecture so future installations may be concealed with little or no building elevation modification.
- **PUBLIC ART:** Provide public art for this development in conformance with the Art in Private Development Ordinance and ZDC Sec. 4-407 and ZDC Appendix D. Contact the Community Services Cultural Services Division regarding implementation of this requirement prior to receiving building permits.
- **WATER CONSERVATION:** Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for the non-residential components of this project. Have the landscape architect and mechanical engineer prepare reports and submit them with the construction

drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59. Refer to this link: www.tempe.gov/modules/showdocument.aspx?documentid=5327. Contact Public Works Department, Water Conservation Division with questions regarding the purpose or content of the water conservation reports.

- **HISTORIC PRESERVATION:** State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Contact the Historic Preservation Officer with general questions. Where a discovery is made, contact the Arizona State Historical Museum for removal and repatriation of the items.
- **SECURITY REQUIREMENTS:**
 - Design building entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage opportunity for ambush opportunity. Maintain distances of 20'-0" or greater between a pedestrian path of travel and any hidden area to allow for increased reaction time and safety.
 - Follow the design guidelines listed under appendix A of the Zoning and Development Code. In particular, reference the CPTED principal listed under A-II Building Design Guidelines (C) as it relates to the location of pedestrian environments and places of concealment.
 - Provide method of override access for Police Department (punch pad or similar) to controlled access areas including pool, clubhouse or other gated common areas.
 - In conjunction with the security plan, Crime Free Multi-Housing status for this property may be required.
 - Provide a security vision panel at service and exit doors (except to rarely accessed equipment rooms) with a 3" wide high strength plastic or laminated glass window, located between 43" and 66" from the bottom edge of the door.
- **SIDEWALKS:** Incorporate brick sidewalks for all off-site pedestrian paving. Follow City of Tempe Public Works Department Detail T-353, when designing all sidewalk areas in the Right-of-Way. Alternative paver materials may be considered subject to review, and approval, by the Engineering and Planning Departments. Any alternative patterns should be used in small amounts to create accent areas at entrances, or to demarcate architectural features of the building. Do not propose a wholesale change of material. These materials shall be compatible with the Americans with Disabilities Act, ADA, and the Building Code.
- **FIRE:**
 - Clearly define the fire lanes. Ensure that there is at least a 20'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies or overhead structures. Layout and details of fire lanes are subject to Fire Department approval.
 - Provide a fire command room(s) on the ground floor of the building(s). Verify size and location with Fire Department.
- **ENGINEERING:**
 - Underground utilities except high-voltage transmission line unless project inserts a structure under the transmission line.
 - Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
 - Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
 - Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
- **REFUSE:**
 - Enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116.
 - Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate.
 - Develop strategy for recycling collection and pick-up from site with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.

- Gates for refuse enclosure(s) are not required, unless visible from the street. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.
- **DRIVEWAYS:**
 - Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of Public Works, Traffic Engineering.
 - Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult Intersection Sight Distance memo, available from Traffic Engineering if needed www.tempe.gov/index.aspx?page=801 . Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.
- **PARKING SPACES:**
 - Verify conformance of accessible vehicle parking to the Americans with Disabilities Act and the Code of Federal Regulations Implementing the Act. Refer to Building Safety ADA Accessible Parking Spaces Marking/Signage on Private Development details.
 - At parking areas, provide demarcated accessible aisle for disabled parking.
 - Distribute bike parking areas nearest to main entrance(s). Provide parking loop/rack per standard detail T-578. Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.
- **LIGHTING:**
 - Design site security light in accordance with requirements of ZDC Part 4 Chapter 8 (Lighting) and ZDC Appendix E (Photometric Plan).
 - Indicate the location of all exterior light fixtures on the site, landscape and photometric plans. Avoid conflicts between lights and trees or other site features in order to maintain illumination levels for exterior lighting.
- **LANDSCAPE:**
 - Prepare an existing plant inventory for the site and adjacent street frontages. The inventory may be prepared by the Landscape Architect or a plant salvage specialist. Note original locations and species of native and "protected" trees and other plants on site. Move, preserve in place, or demolish native or "protected" trees and plants per State of Arizona Agricultural Department standards. File Notice of Intent to Clear Land with the Agricultural Department. Notice of Intent to Clear Land form is available at www.azda.gov/ESD/nativeplants.htm . Follow the link to "applications to move a native plant" to "notice of intent to clear land".
- **SIGNS:** Separate Development Plan Review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Obtain sign permit for identification signs. Directional signs (if proposed) may not require a sign permit. Directional signs are subject to review by planning staff during plan check process.

HISTORY & FACTS:

November 26, 1894 Block 14 (bounded by 8th Street-University Drive, Myrtle Avenue, 7th Street and Forest Avenue) is a part of the original town site for Tempe, identified as "Birchett Tract".

No information on the original construction of the property at 707 S. Myrtle Ave (single family residence at SE corner of Myrtle and 7th Street, now demolished)

No information on the original construction of the property at 711 S. Myrtle Ave (Tempe Trophy building, originally a single-family residence, now demolished)

No information on the original construction of the properties at 107 and 111 E. 7th Street (two single-family residences, now demolished).

No information on the original construction of the property at 115 E. 7th Street (Contrive Furniture Store, originally a single-family residence, now demolished).

No information on the original construction of the property at 119 E. 7th Street (a single-family residence, now demolished).

December 8, 1964 Certificate of Occupancy granted for commercial buildings located at 704-710 S. Forest Ave (a single story brick veneer neighborhood center with commercial businesses including Dax Clothing, now demolished)

April 16, 1965 Certificate of Occupancy granted for a Burger Chef Restaurant located at 106 E. University Dr. (site of successive restaurants including Arthur Treacher's Fish & Chips, Mama's and Lorenzo's Pizzeria, now demolished).

August 18 1967 A Certificate of Occupancy granted for Tijuana Taco, Inc. at 112 E. University Dr. (site of successive restaurants including Michael's Alley and Hogi Yogi, now demolished).

January 2, 1970 A Certificate of Occupancy granted for University Arches commercial buildings at 120 E. University Dr. (a single story slump block neighborhood center consisting of three buildings separated by two courtyards, with commercial businesses including Restaurant Mexico and The Warehouse. The east and west buildings are now demolished. The center building, containing Dave's Dog House in the southeastern tenant space, still stands).

University Square (first proposal)

June 20, 2006 The Redevelopment Review Commission recommended approval of the request by University Square for a Planned Area Development Overlay, and approved the request for a Development Plan Review, including building elevations, site plan and landscape plan, for a thirty story, +/- 2,142,900 s.f. building on 3.17 net acres located at 110 East University Drive, in the CC, City Center District.

August 17, 2006 The City Council approved the request by University Square for a Planned Area Development Overlay (#SPD-2006.58 Ordinance No. 2006.52), consisting of 678,900 s.f. of residential condominiums, 256,300 s.f. of hotel, 240,000 s.f. of office, 44,000 s.f. of retail and 2155 parking spaces within +/- 2,142,900 s.f. of building on 3.17 net acres, pursuant to Section 2-106 of the Zoning and Development Code. The approval includes a modification of development standards

to allow for a building height increase from 50'-0" to 300'-0" to the top of a mechanical parapet in the CC, City Center District, and a Use Permit to allow tandem parking for a portion of the residential condominium units.

June 27, 2007 Development Services Department staff approved the request by University Square (#SPD-2006.58) for a one year extension (from August 17, 2007 to August 17, 2008) of the Development Plan Review approval (condition 4) and the deadline to complete and record a subdivision plat (condition 8). This approval was allowed to lapse.

University Square (approved)

August 21, 2008 The development team held a required neighborhood meeting and presented University Square at Hatton Hall beginning at 6:00pm. Five neighbors attended and provided comments. The neighbors included the Trick's restaurant owner (7th Street north side, directly north of development), three staff members from the Congregational Church (north of northwest corner of the development) and a representative from CV Richard Ellis. The presentation generally was favorably received. DSD Staff observes the main concern expressed by neighbors is the anticipated prolonged dislocation of streets adjacent to the development due to the construction of University Square and how this will impact access to the church and restaurant.

October 1, 2008 Development Service Department staff approved the request by University Square for a required parking quantity reduction based on a shared parking analysis. The site is located at 110 East University Drive in the CC, City Center District with a PAD, Planned Area Development Overlay and within the TOD, Transportation Overlay District.

October 28, 2008 The Development Review Commission approved the site plan, building elevations and landscape plan for University Square. Also regarding University Square, the Development Review Commission recommended approval to City Council the following: an Amended Planned Area Development Overlay to allow a maximum 300'-0" tall building with a revised site plan and volumetric configuration. The project is located at 110 E. University Drive in the CC, City Center District with a PAD, Planned Area Development Overlay and within the TOD, Transportation Overlay District.

November 20, 2008 The City Council heard an abandonment request (Ordinance 2008.69) for a sewer line easement and for alley and public utility easements within the subject property. With regard to the alleys, there no longer are public alleys on Block 14, merely easements for alley and public utility use. The subject site is located at 110 E. University Drive.

November 20, 2008 The City Council held the first public hearing for University Square for an Amended Planned Area Development Overlay to allow a maximum 300'-0" tall building with a revised site plan and volumetric configuration. The project is located at 110 E. University Drive in the CC, City Center District with a PAD, Planned Area Development Overlay and within the TOD, Transportation Overlay District.

ZONING AND DEVELOPMENT CODE REFERENCE:

Section 6-305, Planned Area Development (PAD) Overlay districts
Section 6-306, Development Plan Review
Section 6-308, Use Permit
Section 6-602, General Parking Standards

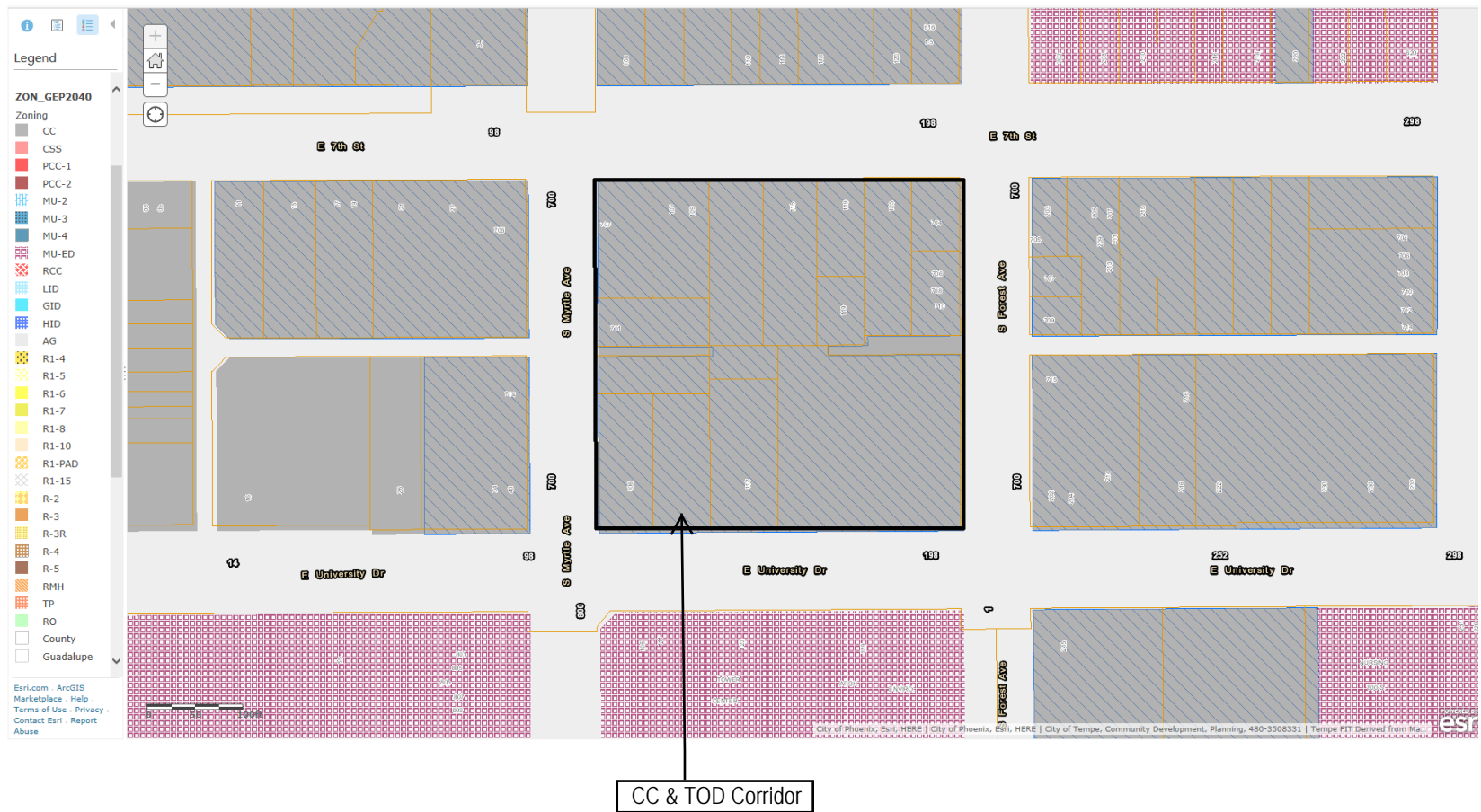


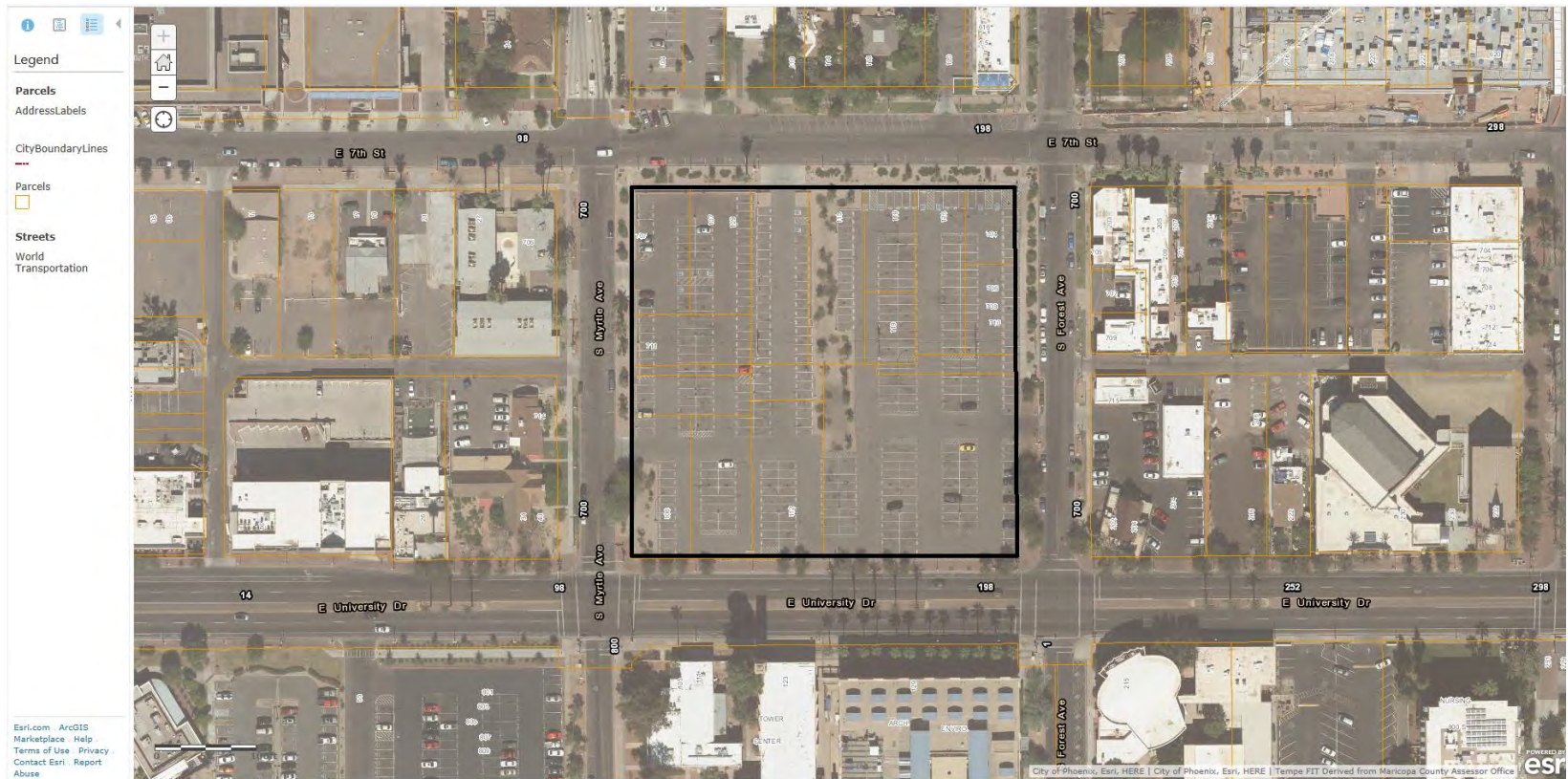
DEVELOPMENT PROJECT FILE

for
7th Street Mixed Use
(PL140488)

ATTACHMENTS:

1. Location Map
2. Aerial
- 3-36. Letter of Explanation
- 37-38. General Plan/Residential Density 2040
39. PAD Comparison
- 40-41. Downtown Mill Avenue District Height Study
- 42-64. Neighborhood Notification
65. Site Plan Cover Sheet
66. Site Plan
- 67-68. Floor Plan
69. Building Sections
- 70-77. Color Elevation and Materials Board
- 78-84. Colored renderings
85. Landscape Plans
86. Shade Study
- 87-97. Parking Analysis Cover Sheet and Executive Summary
98. Letters of Opposition





**7TH STREET MIXED-USE
ENTITLEMENT APPLICATION
PAD, DPR, USE PERMIT, & PLAT**

PREPARED FOR:
THE OPUS DEVELOPMENT COMPANY, L.L.C.

LARRY POBUDA
SENIOR VICE PRESIDENT
GENERAL MANAGER

THE SUNDT COMPANIES, INC.
DAVID S. CRAWFORD, PRESIDENT/CEO
KEVIN M. BURNETT, VICE PRESIDENT

**NWC UNIVERSITY & FOREST
TEMPE, ARIZONA**

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**MARCH 9, 2015
REVISED MAY 14, 2015**



SMITHGROUP JJR



7TH STREET MIXED-USE PROJECT NARRATIVE

I. INTRODUCTION

The development team of Opus Development Company, LLC and The Sundt Companies, Inc. (“Opus/Sundt”) respectfully submit the following entitlement request for 7th Street Mixed-Use (“7S”), a true mixed-use high-rise infill project poised to redevelop the under-utilized northwest corner of University Drive and Forest Avenue (the “Site”). 7S includes a mix of retail, hotel, luxury residential, and structured parking in 3 distinct slender towers rising over a 4-story pedestrian-scale podium base. 7S features a pedestrian plaza at University and Forest, pocket parks along Forest and 7th Street, parklettes on 7th Street, and several above-grade amenity areas including a 20th floor amenity deck with sweeping views of the Valley. Over 30,000 square feet of retail space adds to the retail and restaurant corridors along 7th Street and Forest. Approximately 227 public covered parking spaces constructed 4 levels above and one level below grade replace a significant amount of today’s public parking.

An urban lifestyle hotel anchors 7S to the corner of University and Myrtle and includes flex banquet/conference space as well as a 5th floor amenity deck overlooking University and Forest. University Drive is the retail face of 7S providing a cantilevered, shaded arcade for pedestrian shopping or commuting needs. Offering several different residential styles such as high-rise residence, loft residence, 7th Street walk-up “city homes,” and several residences with private 5th floor patios, 7S provides a wide variety of luxury housing. And, taking into account the unique Arizona climate, 7S was designed to maximize environmental efficiencies and includes many sustainable best practices such as east-west building orientations, a south-facing shade arcade, redevelopment of an urban site, parking for plug in hybrids, promotion of bicycle commuting, low-consumption fixtures and appliances, and the use of LED lighting, among many others.

Intended as luxury apartment homes for Tempe’s young professionals, the 7S target market includes Millennials, professionals in Tempe, and ASU faculty. Typical of most luxury residences, residents at 7S will not be allowed to have co-signers on the leases. In addition to the premium exterior materials and quality of design, the interiors of 7S will reflect a luxurious lifestyle. From the resident lobbies to the amenity decks and residential interiors, 7S will use rich textures and materials as well as finishes and appliances commensurate with a luxury high-rise lifestyle. Using the recently-opened Opus project Nic on Fifth as an archetype, the design scheme is intended to evoke the local Downtown Tempe vibe. This level of quality design and finishes will also help with any potential future conversion to condominiums.

Opus/Sundt envisions 7S as a signature development in the heart of Downtown Tempe, a catalyst for new development, and an example of successful sustainable design.

A. REQUEST OVERVIEW – ENTITLEMENTS

In order to realize the development of 7S in this manner, Opus/Sundt seeks a Planned Area Development overlay (PAD) amendment to modify the existing approved PAD; a Development Plan Review (DPR) for the new buildings, landscaping, site plan, and signage; a Use Permit for 40 tandem parking spaces; and a Subdivision Plat to consolidate the 16 existing parcels into one.

B. GENERAL PROJECT LOCATION AND SURROUNDINGS

The 3.22 acre infill Site comprises Block 14 of the original townsite for Tempe, bound by University Avenue on the south, Myrtle Avenue on the west, 7th Street on the north, and Forest Avenue on the east. The Site is currently used for private, paid surface parking.

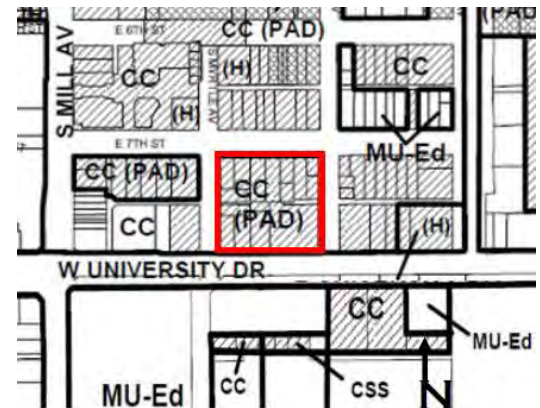


One block east of Mill Avenue on the north side of University Drive, the Site is located at a prominent location in Downtown Tempe adjacent to several Tempe restaurant favorites, ASU's Tempe Campus, and several religious establishments. Immediately west along Myrtle Avenue is the Salvation Army Downtown Tempe Community Center and a vacant 2-story apartment complex. Mill Avenue with its eclectic mix of restaurant, retail, and commercial uses is further west. To the northwest is the historic Governor B.B. Moeur House, Hatton Hall, and the Brickyard commercial development. North of the Site along 7th Street is a mix of restaurant, commercial and retail uses including Bluefish Design, House of Tricks, Phoenicia Café, and Salam's Market & Deli.

To the northeast is the historic Harrington-Birchett House and ASU's newly constructed College Avenue Commons. East of the Site is a mix of retail and commercial including Orange Table, Grooming Humans

Salon, Tattooed Planet, and Chuckbox. Southeast of the Site is the First United Methodist Church. The ASU College of Design is located south of the Site across University Drive and the future site of the USA Place Omni Hotel development is to the southwest.

The Site and its general surroundings are zoned for mixed use development, with mixed-use high-density or high density urban core General Plan designations suggesting 7S is highly compatible with projected development patterns in the immediate and further vicinity. The Site is currently zoned City Center, PAD Overlay within the Transit Oriented Development Overlay District, ("CC PAD TOD"). (See attached Zoning Map.) Surrounding zoning includes CC, CC PAD, and MU-ED.



The Site's General Plan Projected Land Use designation is Mixed-Use with a Projected Residential Density of High Density-Urban core (more than 65 du/ac). The surrounding property is similarly designated while the ASU property south of the Site is designated Educational and Mixed-Use with a projected residential density of High Density (up to 65 du/ac). (See attached General Plan Maps.)

	Zoning	Current Use	GP Projected Land Use Designation	GP Projected Residential Density
SITE	CC PAD TOD	Private Paid Parking	Mixed-Use	High Density-Urban Core (> 65 du/ac)
North	CC TOD	Office, Retail, Restaurant	Mixed-Use	High Density-Urban Core (> 65 du/ac)
Northeast	MU-Ed	Mixed-Use/ASU	Mixed-Use	High Density-Urban Core (> 65 du/ac)
East	CC TOD	Retail, Restaurant	Mixed-Use	High Density-Urban Core (> 65 du/ac)
Southeast	CC TOD	ASU	Educational	High Density (up to 65 du/ac)
South	MU-Ed	ASU	Mixed-Use	High Density (up to 65 du/ac)
Southwest	MU-Ed	Surface Parking/ASU	Mixed-Use	High Density (up to 65 du/ac)
West	CC TOD and CC PAD TOD	Commercial Multi-Family (Vacant)	Mixed-Use	High Density-Urban Core (> 65 du/ac)
Northwest	CC TOD and CC H TOD	Mixed-Use/City of Tempe/ASU	Mixed-Use	High Density-Urban Core (> 65 du/ac)

Table 1.1 – Surrounding Zoning, General Plan Designations, and Uses

C. OVERVIEW – THE OPUS/SUNDT DEVELOPMENT TEAM

1) Opus Group

The Opus Group is a family of commercial real estate development, construction, and design companies headquartered in Minneapolis with offices and projects across the county. Opus operates as an integrated, multidisciplinary team with expertise in development, capital markets and finance; project management and construction; architecture, engineering and interior design; sales and leasing. The Opus Group includes Opus Holding L.L.C. and its operating subsidiaries: Opus Development Company, L.L.C, Opus Design Build, L.L.C. and Opus AE Group, L.L.C. Specializing in office, industrial, retail, institutional, residential and government projects, The Opus Group has broad capabilities, deep experience and a proven design-build model delivering solutions for customers on time and on budget.

i. Recent Opus Developments

Opus has a strong portfolio featuring a wide variety of projects including office, industrial, commercial, residential, institutional, government, and mixed-use developments. Opus is committed to creating high-quality, unique projects that appeal to residents and the community. Below is information on a few of Opus' recently completed mixed-use projects.

a. The Nic on Fifth



The Nic on Fifth is the latest in a long line of high-quality developments completed by Opus. Completed in November 2014, the Nic is the first high-rise luxury residential development in downtown Minneapolis in nearly three decades. Aligning with the city's vision for more urban residential options, the Nic contributed to revitalization efforts in Minneapolis' central business district. The project features 253 luxury rental units with condo-level finishes and resort-like amenities. Over 30,000 square feet is dedicated to indoor and outdoor amenity space. In addition to the abundant amenities, the Nic is a transit-oriented development with immediate access to the city's light rail and bus systems and enjoys close proximity to 26 million square feet of existing office space.

For more information on the Nic on Fifth, scan this QR code or visit:

<http://www.opus-group.com/OurWork/The-Nic-on-Fifth>.



For a YouTube video of the completed Nic, scan this QR code or visit:
<https://www.youtube.com/watch?v=UfnrFOBzUjl>.

b. The Verve

The Verve in downtown Denver is a development where luxury living, retail, the outdoors, transit, and art collide. Completed in June, 2014, the high-rise development boasts a desirable urban location with proximity to transit, restaurants, retail, entertainment, and other urban amenities. The 285-unit development features ground level retail space and luxurious amenities.



For more information on the Verve, scan this QR code or visit:

<http://www.opus-group.com/OurWork/Verve-Luxury-Apartments>.

c. VÉLO



VÉLO in downtown Minneapolis is a mixed-use development featuring boutique luxury residential units with a unique lifestyle-focused living environment. In the heart of a nationally-ranked bike city with close proximity to the renowned bike path system and transit access, VÉLO provides residents easy access to get anywhere in the city. The development includes 101 luxury units and 12,000 square feet of ground level retail. Once again, Opus offers residents an amenity-rich residential option in this development.



For more information on VÉLO, scan this QR code or visit <http://www.opus-group.com/OurWork/VELO>.

To view more projects and for more information about The Opus Group, scan this QR code or visit: <http://www.Opus-group.com>.



2) The Sundt Companies, Inc.

Sundt Construction, Inc. (“Sundt”) is a local, employee-owned construction company headquartered in Tempe. Sundt is one of the oldest and largest construction companies in the United States with a rich involvement in Arizona history, including building several projects at the University of Arizona and Arizona State University and moving The London Bridge to Lake Havasu City. Sundt currently has offices in Arizona, California, Texas, Nevada, Hawaii, and North Carolina.

Sundt is a proud participant in many industry groups and serves as a leader to improve quality, reduce cost, and improve safety in the construction industry. Being an active participant is a core value at Sundt to ensure clients receive the best service available. Sundt’s employee-owners are skilled professionals who are innovative, client-focused, and quality-driven with extensive knowledge to meet the task at hand and deliver successful results.

Sundt has won many industry awards in recognition of the company’s achievements in project excellence, innovation, partnering, quality, commitment to diversity, community involvement and more. Sundt is the proud recipient of more Associated General Contractors Build America Awards than any other contractor in the country. Recently, Sundt was awarded the 2014 Platinum Award from Building Design + Construction Magazine for construction of ASU’s Downtown Phoenix Sun Devil Fitness Complex.



ASU Downtown Phoenix Sun Devil Fitness Complex

In addition to being an award-winning industry leader, Sundt is an active partner in the communities where its employees live and work, supporting a variety of charities and participating in fundraising events. Through the Sundt Foundation, Sundt makes grants that improve the lives of disadvantaged

children and adults. The Foundation also supports volunteer efforts by employees to collect food for disadvantaged families, repair homes, and raise money through fundraising events.



To view projects and for more information about The Sundt Companies, Inc., scan this QR code or visit: <http://www.sundt.com>

D. 7S DEVELOPMENT CONCEPT

7S is uniquely situated to take advantage of the dynamic opportunities presented by the Site's prominent location, adding to the vibrancy and character of Downtown Tempe. Opus/Sundt proposes to redevelop the currently under-utilized Site with a mixed-use development that will revitalize the Site, provide activity at the pedestrian scale, and add visual interest to Tempe's growing skyline.

1. Design Elements

7S will include a diverse mix of uses including retail, hotel, and luxury residential, all of which will attract activity and foster an active streetscape. A four-story parking garage serves as the project base and is wrapped with residential and retail uses to promote pedestrian activity at the street level. Over 30,000 square feet of retail and restaurant space located on all four sides of the building will cater to the visitors, residents, and employees of local offices and ASU.



The building massing has been carefully crafted to avoid monolithic massing over the entire block and to add depth to the skyline presenting a lean profile while respecting environmental orientation requirements. A pedestrian-scale building base is completed with slender towers and architectural features that punctuate the skyline. This design avoids a bulky, block massing and instead provides visual interest with views through the Site. The landscape design features over 45,000 square feet of outdoor elements that enhance the streetscape and define the pedestrian path at the street level and above. Street level amenities include pocket parks, parkettes, and pedestrian plaza areas. Above-grade landscape design includes two 5th floor landscaped amenity areas, one 20th floor sky deck amenity deck for residents, and one separate 5th floor amenity deck for hotel guests.



The project's architecture is modern with clean lines and order to its forms. Warm colors and local materials at the pedestrian level harken back to Tempe's architectural history of red brick and natural stone. Respecting that history - and looking toward the future - each street frontage is carefully designed in unique response to the surrounding area's context. University Drive has historically been a main traffic corridor with mass transit and home to The Arches built in 1964 with such longstanding businesses as The Warehouse,

Tempe Bike, Restaurant Mexico, and Grooming Humans Hair Studio. University Drive is also planned to be 7S's most commercial and active street. The retail façade and pedestrian driven streetscape enhance the Site's function as a link between the Mill Avenue District and ASU. A corner plaza embraces those walking along University and a continuous canopy shades pedestrians as they travel this south-facing corridor.

Myrtle Avenue serves as the hospitality face of the project. This streetscape supports the main drop-off and entry to the hotel as well as one of the two public parking garage entry points. The north end is anchored by retail at the street level with flat-style units above, activating the northwest corner.

Forest Avenue is truly mixed-use in its composition. The northeast corner is anchored by retail with loft-style units above which extend south to the midblock. The residential lobby for the tower homes is located mid-block and is pulled back from the street edge to form an arrival point for residents and their guests. This area also supports the bicycle lobby and access to the bicycle garage and repair facility. At the southeast corner is a large pedestrian plaza that can be used for gathering and dining for the retail fronting University and wrapping around Forest Avenue. This is a highly activated corner featuring a 5th story restaurant balcony that overlooks the plaza.



7th Street is an important connection to the neighborhood and serves as the most residential and pedestrian environment of the four streets. The façade is designed to bring the residential homes to the street level, providing walk-up access to each unit through private courtyards. These “city home” walk-up units activate the streetscape with front doors, courtyards, and upper-level balconies. The main residential lobby entrance is at mid-block recessed from the street to create a pocket park for people to meet and relax.

In front of the pocket park are several “parklettes” - small parks created within on-street parking spaces. These parklettes are created within angled parking spaces Opus/Sundt added to the 7th Street streetscape at the request of the city.



2. Sustainability Strategies

7S incorporates a number of sustainability strategies, created by the Opus/Sundt sustainability team:

Sustainable Sites

- By utilizing an existing formerly developed site, the project avoids impacts to wetlands, endangered species habitats, or prime farmland; reduces urban sprawl; and helps restore, invigorate, and sustain established urban living patterns, creating a more stable and interactive community.
- Redevelopment of an urban site provides new users with great access to a myriad of community services, amenities, and facilities.

- The Site is within ¼ mile of three unique transit bus options – Valley Metro Route 30, Orbit Mercury and Venus, and FLASH – and is less than ½ mile from the Light Rail station. This strong connection to mass transit will help reduce the demand for single occupant transportation and associated greenhouse gas emissions.
- In addition to the strong mass transit connection, bicycle storage will be provided for building occupants and visitors promoting bike ridership and further reduce impacts from automobile use.
- Power will be provided within resident parking for plug-in hybrids, supporting the use of more efficient personal transportation.
- During construction a sediment and erosion plan will be implemented to reduce pollution from construction activities, reduce airborne dust generation and prevent excess silt and pollutants from leaving the Site.
- A reduction in potential urban heat island effects will be achieved through the use of light colored roofing materials and plaza planters, green roof elements, as well as placing all parking under the structure, greatly reducing the amount of asphalt on the Site.

Water Efficiency

- Use of low-consumption fixtures and appliances will be incorporated to help reduce the use of potable water, increase water efficiency, and reduce the burden on municipal water supply and waste-water systems.
- The design of the green roof irrigation system and on-site green areas will utilize a drip irrigation system in lieu of a spray system. This avoids excess evaporation and reduces potable water use.

Energy and Atmosphere

- The building design and orientation will enhance the opportunity for natural daylight, this in concert with use of LED lighting where appropriate will reduce the buildings' energy used for lighting.
- The building skin will include high performance, low-e windows that will greatly improve the energy performance and comfort. The window openings will incorporate shading and glare control elements to reduce energy consumption and improve indoor environmental quality.
- Air conditioning units will utilize non-CFC refrigerant with zero ozone depletion potential.

Materials and Resources

- The project will use "Best Practices" to recycle and reduce demolition and construction waste materials, keeping construction debris from landfills and incinerators.
- Use of fly ash in building and site concrete where appropriate to reduce CO2 emissions.
- The building construction will utilize local and regional materials where appropriate, reducing the energy required in the manufacture and transportation of those materials as well as supporting local businesses.
- To facilitate the reduction of waste generated by building occupants that is hauled to and disposed in a landfill, there will be a dedicated area for the collection and storage of recyclable materials for each major user within the facility.

Indoor Environmental Quality

- Outdoor air will be provided to each unique project use through individual make-up air units and or operable windows where appropriate, maintaining fresh air throughout the project.
- Units will have access to natural daylight and views enhanced through the use of appropriate sized and placed windows.
- To reduce the quantity of indoor air contaminants, low and no VOC materials will be utilized in the construction increasing the comfort and well-being of installers and occupants.
- The mechanical units with the residences and hotel rooms provide for individual controllability for occupant comfort.

Innovation - (Strategies to Consider)

- Use of Green Guard Certified and environmentally friendly furniture in all public spaces.
- Use of Energy Star compliant appliances throughout the project.
- Organic landscaping program to reduce the use of pesticides and herbicides.
- Development of a sustainable education program in the hotel and apartments.
- A green/local/organic food service in the hotel and retail.
- Green cleaning in the hotel and apartment common space.

Also, to ensure 7S was taking advantage of current technologies and sustainable ideas, the Opus/Sundt design team held a charette with ASU sustainability students in Professor Harvey Bryan's course. The Opus/Sundt team met with the students on February 25th to introduce 7S to the students. Then, on March 4th, the Opus/Sundt design team members, including the Opus sustainability design experts, met with the students for about 2 ½ hours discussing the Site, project details, and sustainability strategies. Some of the student's ideas included incorporating green screens, using photovoltaics as architectural elements, use of recycled materials, shading devices, and many others. Opus/Sundt will review all of the students' comments and hope to apply as many as practicable if not already included.

II. APPLICATION REQUESTS

The purpose of this Application is to amend the existing PAD overlay to accommodate the new development vision for the Site. The PAD modifications will allow 7S to establish new development standards that will accommodate the current development proposal. The DPR request reflects the new site, building, and landscape designs specific to 7S. A use permit for 40 tandem parking spaces is also requested, along with a subdivision plat to consolidate all lots into one.

A. PLANNED AREA DEVELOPMENT OVERLAY AMENDMENT

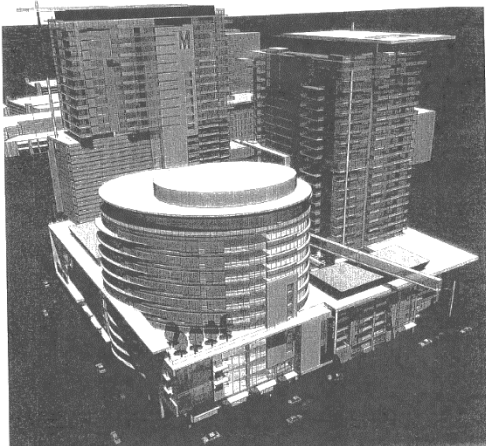
PAD Overlay Districts may be applied to CC zoned property to accommodate, encourage, and promote innovatively designed developments which form an attractive and harmonious unit of the community. A PAD was first approved on the Site in 2006 and later amended in 2008. The 2008 PAD established the existing development standards specific to the previous development proposal. The proposed

modifications to the 2008 approved PAD include changes to the building height (reduce), residential density (re-introduce), lot coverage (decrease), landscape area (increase), and parking standards (to be set). The proposed changes will accommodate a new vision for the Site with updated building, landscape, and site plans.

1) History – 2006 and 2008 PAD Approvals

i. 2006 University Square PAD

In 2006, the first PAD for the Site was approved by the City Council for the then-proposed 30-story mixed-use University Square development. The initial development concept included a 224 room hotel, convention center, restaurant, retail, 422 residential condo units, and office uses. The approved residential density was 132.7 dwelling units per acre (du/ac) and the approved building height was 345 feet. Lot coverage was approved at 88% with no minimum landscape area established.



The 2006 development proposal included several high-rise towers of varying height spaced throughout the Site culminating in a 30-story tower at the corner of Myrtle and 7th Street. A zero lot-line design pulled the project toward the streets while a multi-level structured parking garage was wrapped by the retail and hotel uses. Consisting of over 2 Million square feet of floor area, the 2006 proposal was the most intense development approved for the Site.

That development proposal, while much larger in scale than 7S (in height (345') and intensity,) was nonetheless similar in land use and compatibility. Planning Staff comments for the 2006 development included:

- *The General Plan projected residential density for this site is high density residential use with greater than 25 dwelling units per acre. Compact residences have limited private outdoor space, but have access to shared, or common open space for recreation. Proximity to amenities and configuration of residences encourages resident interaction. This level of intensity should promote a village environment with easy access to goods and services, business and recreation.*
- *This project complies with the projected residential density. This project is located within one of the General Plan's identified employment nodes. This project incorporates commercial office and retail opportunities which may serve to foster increased business investment and additional tax base. ... Providing additional residents within the downtown may assist to attract basic goods and services, which have been missing for the last several years.*

- *This project is within the Transportation Overlay District - Corridor, and has easy transit access to multiple bus routes within Tempe and access via bus and light rail to Phoenix and neighboring communities. This proposal provides a diverse use of land through integration of residential and commercial spaces, potentially reducing the amount of vehicular trips typically generated by residential users. This building is located within the downtown, which provides several options to services, recreation and entertainment.*
- *This site has been commercial along the University Drive and Forest Avenue frontages for the past forty years, the Seventh Street and Myrtle frontages have remained residential in appearance, however most of the properties have been converted to commercial uses over time.*
- *The request complies with General Plan 2030 projected land use and residential density for this site. The Planned Area Development (PAD) Overlay implements the General Plan, by providing a mixed use development of both commercial and residential living space, promoting the concept of live, work and recreate in one place.*
- *In April of 2006, the Tempe City Council adopted the "Downtown Building Heights Concept Study". This study designated this location as an "urban center". With that designation, a recommended building height envelope of 300 feet was assigned to this property...*
- *It is the opinion of the Development Services Department that based on the articulation of heights, and building massing of this structure, the appearance created is consistent with the intent for the subject property as identified in the "Downtown Building Heights Concept Study".*

Virtually all of these statements remain true today for the 7S proposal. A change in circumstances could result in a dilution of some of these rationale, however, Downtown Tempe has only grown more mature since this 2006 approval. Many new buildings have been approved and developed. The skyline of Tempe from all directions has begun to take shape as the General Plan and the many area plans anticipated. The only change in circumstances here is the natural maturation of an urban downtown.

Planning Staff's reasons for approval of the 2006 PAD included:

1. *The project meets the General Plan Projected Land Use and Projected Residential Density for this site.*
2. *The project is within the CC, City Center District.*
3. *The PAD overlay process was specifically created to allow for greater flexibility, to allow for increased heights.*
4. *The 'Downtown Building Heights Concept Study' anticipates, and supports, a building height of 300 ft for this location.*
5. *This site is considered part of the Downtown Tempe area.*
6. *The project will meet the development standards required under the Zoning and Development Code. The PAD Overlay provides the flexibility through establishment of the project specific standards.*

Those reasons for approval are still true today:

1. The 2006 development included a density of 132.7 du/ac comparable to the density of 7S at 140.50 du/ac.
2. The 7S development remains zoned CC, City Center, Planned Area Development.
3. The PAD overlay remains a tool for flexibility in all development standards including building heights.
4. The Downtown Building Heights Concept Study has not been amended and still anticipates, and supports, a building height of 300 ft for this location.
5. The Site remains a part of the Downtown Tempe Core area.
6. 7S will similarly establish specific development standards through the PAD Overlay.

ii. 2008 University Square PAD Amendment



In 2008, the approved PAD was modified to support a new development proposal that reflected the recession market of the time. The proposed development reduced the overall project size almost by half, and re-focused on the hotel, conference center, and retail uses. The 2008 approved proposal consisted of a single 300' tall high-rise tower along the entire 7th Street frontage with lower buildings stair-stepping toward University Drive. This proposal also included a zero lot line design with a wrapped structured parking garage.

The amended PAD eliminated residential density, lowered the building height to 300 feet, established a minimum landscape area of 18.90%, and set the parking standards for its specific mix of uses. Consisting of just over 1 Million square feet in floor area, the 2008 proposal was more consistent with the scale of 7S proposed today.

These are the PAD development standards currently in effect on the Site. A much more comparable project to 7S in terms of its scale, the 2008 PAD amendment was recommended for approval by Planning Staff who stated:

- *The maximum building height of 300'-0" for Block 14 is compatible with the Community Development Department's Concept Study for Downtown Building Heights, dated 30 March 2006. Block 14 is defined in the Concept Study as part of the Urban Center, with a suggested maximum height of 300'-0".*
- *Based on the information provided by the applicant and the analysis by Planning Division staff, staff recommends approval of the request for an Amended Planned Area Development Overlay for University Square.*



Again, those statement ring true today for the 7S development. Tempe has only continued to expand its skyline with the addition of Marina Heights, Marriott Residence Inn, and the continuation of Hayden Ferry, among many others.

Planning Staff's reasons for approval of the 2008 PAD amendment mirrored those in the 2006 original PAD approval:

- 1. This development complies with the land use goals and element objectives of General Plan 2030.*
- 2. The site is within the CC, City Center District, is within the TOD, Transportation Overlay District and is considered part of the Downtown Tempe area.*
- 3. The development will conform to the standards listed above, as part of the Planned Area Development Overlay. The PAD Overlay process was specifically created to allow flexibility to establish development standards, including re-establishment of the maximum building height for a new site plan and reconfigured building volume in the context of a quality design which includes mitigation of the design impact of this development on its surroundings.*
- 4. The "Downtown Building Heights Concept Study" anticipates, and supports, a building height of 300'-0" for this location.*
- 5. The Federal Aviation Administration has extended the approval for the original University Square proposal (370'-0" above ground level and 1531'-0" above mean sea level) for this current proposal of 300'.*
- 6. The development as proposed meets the approval criteria for Planned Area Development Overlay.*
- 7. The conditions of approval are reasonable to ensure conformance with the provisions of the Zoning and Development Code.*

And, again, those reasons for approval remain in effect today:

1. 7S complies with the land use goals of the new General Plan 2040.
2. The 7S development remains zoned CC, City Center, remains within the TOD, and the Site remains part of the Downtown Tempe Core area.
3. 7S will similarly establish specific development standards through the PAD Overlay and the PAD overlay remains a tool for flexibility in all development standards including building heights. Additionally, the massing of 7S is much more responsive to the surroundings and environmental constraints than the 2008 proposal.
4. The Downtown Building Heights Concept Study has not been amended and still anticipates, and supports, a building height of 300 ft for this location.
5. The 7S proposed building heights are well below those approved by the FAA in 2008. Opus/Sundt submitted a FAR Part 77 Form 7460 application to the FAA in early February.
6. 7S similarly meets all PAD amendment approval criteria.

Due to market conditions during the height of the Great Recession, neither of the approved 2006 or 2008 projects were developed. The current owners, an entity of Sundt Construction, (a Tempe-based

employee owned company,) purchased the Site in June of 2010. After reviewing the past PAD approvals, the General Plan designations, the Downtown Building Height Study and other planning documents, Sundt was aware of the development opportunities available on the Site. Sundt worked with the city to temporarily convert the Site to a private paid parking lot in anticipation of a market recovery. With the end of the Great Recession and more favorable market conditions today, Sundt began looking for a development partner. Sundt found that partner in the Opus-Group and a partnership was assembled to develop the Site. Opus/Sundt is excited to finally realize the opportunity to develop 7S, a signature high-rise mixed-use development.

2) Requested Modifications

Two development standards are proposed that exceed the standards set by the current PAD. Three other development standards are within the scope of the current PAD, but must be amended pursuant to the new PAD ordinance effective in January of 2015.

- i. 7S seeks to re-introduce a residential component to the mix of uses proposed in the development, setting the residential density at 140.50 du/ac. This density is very similar to the 2006 PAD which approved 132.7 du/ac on the Site. In response to market changes brought about by the Great Recession, the amended PAD in 2008 eliminated the residential component of the project, setting the density in the new PAD at 0 du/ac. This modification was part of an overhaul to the original mix of uses which included an increase in the number of hotel rooms, convention space, and retail uses. 7S will once again include residential among the mix of uses. Therefore, the PAD must be amended to set the residential density at 140.50 du/ac.
- ii. This PAD amendment will establish new standards for required parking based on the updated mix of uses and shared parking study specific to 7S. Under each of the previously approved PAD's, provided parking was determined based on TOD parking reductions and shared parking models created specifically for each proposed development. Similarly, the provided parking for 7S is based on the mix of uses and a shared parking model completed by CivTech in connection with a comprehensive traffic study for the Site. This study has indicated that 829 spaces are required leaving 227 spaces available exclusively for public parking. 7S will provide these parking spaces in both above and below grade structured parking on Site with supplemental on-street parking. 227 parking spaces will be available exclusively for public parking in the garage.
- iii. The building height is proposed to be reduced over 60 feet from the 2008 approvals. The 2006 PAD approved the building height to top of the parapet at 300 feet and to the top of all mechanical equipment at 345 feet. The 2008 PAD amendment lowered the top of parapet height to 285 feet, and allowed up to 300 feet for mechanical appurtenances. The proposed 7S building height of 224 feet (parapet) and 240 feet (mechanical) is much lower than the previously approved PAD approvals, and remains compatible with the surroundings.

- iv. *7S* also proposes to reduce the maximum lot coverage from 100% to 92.8%. The reduction in lot coverage is a result of the additional urban open space and plazas provided at the street level and the recessing of the first floor back from the property lines. Examples of this urban open space include: the arcade along University Drive sets back the building face to provide pedestrian shade on this south-facing façade; the large plaza at the corner of University and Forest; the pocket parks at the residential lobby entrances; and the parklettes on 7th Street.
- v. *7S* also increases the minimum landscape area from 18.90% to 33%. The additional landscape area is a result of those same urban open spaces as well as the generous proposed landscaping on the hotel and residential amenity decks. Comparing apples to apples, the 2008 open space calculation also included its upper-floor amenity decks. Overall, *7S* incorporates a significant increase in ground-level pedestrian open space elements in addition to the upper-floor landscapes.

i. PAD Proposed Development Standards Table

PAD PROJECT DATA COMPARISON			
DEV. STANDARD	APPROVED STANDARD	REQUESTED AMENDMENT	REQUESTED CHANGE
ZONING:	CC PAD TOD	CC PAD TOD	NO CHANGE
TOTAL UNITS:	0	453	+453 UNITS
DENSITY:	0	140.50 DUA	+140.50 DUA
BUILDING LOT COVERAGE:	100%	92.8% (130,271/140,437)	-7.20%
LANDSCAPE %:	18.9%	33% (46,288/140,437)	+14.1%
BUILDING HEIGHT: (MAX)	285' (PARAPET) (15-STORIES)	224' (PARAPET) (20-STORIES)	-61' (PARAPET)
	300' (MECH.)	240' (MECH.)	-60' (MECH.)
SETBACK: FRONT YARD #1	0' (7TH STREET)	0' (7TH STREET)	NO CHANGE
SETBACK: FRONT YARD #2	0' (UNIVERSITY DRIVE)	0' (UNIVERSITY DRIVE)	NO CHANGE
SETBACK: STREET SIDE YARD	0' (MYRTLE AVENUE)	0' (MYRTLE AVENUE)	NO CHANGE
SETBACK: STREET SIDE YARD	0' (FOREST AVENUE)	0' (FOREST AVENUE)	NO CHANGE
VEHICLE PARKING:	1217 (PARKING STUDY)	1056 (PARKING STUDY)	(SET FOR SPECIFIC USES)
		(1015 + 25 ACC + 16 ON-ST)	
		(40 OF 1056 TANDEM)	
		(227 OF 1056 PUBLIC PKNG)	+227 PUBLIC SPACES
BICYCLE PARKING:	84	MIN 486	+>402

Table 2.1 – PAD Development Standards Table

3) City of Tempe PAD approval criteria

- i. **The development fulfills certain goals and objectives in the General Plan, and the principles and guidelines of other area policy plans. Performance considerations are established to fulfill those objectives.**

As discussed in more detail below, the proposed development fulfills many of the goals and objectives found in the General Plan as well as principles and guidelines of the Community Design Principles - Downtown/Mill Avenue District, Mill & Lake District Streetscape Principles and Guidelines, and the Urban Open Space Plan. The PAD development standards are set to maximize the Site's development potential while respecting the goals and objectives of those plans.

a. Community Design Principles - Downtown/Mill Avenue District

The development meets the vision and many of the principles set forth in the Community Design Principles Downtown/Mill Avenue District, a community design plan accepted by the City Council's Central City Development Committee of the Whole on April 6, 2006. The Community Design Principles for Downtown and the Mill Avenue District were adopted to ensure that the area's essential qualities and distinctive characteristics were included as a point of reference for envisioning future development. The plan identifies four "cornerstone" principles – integration, innovation, articulation, and definition – as concepts that should be incorporated into development. The plan also includes guidelines for building heights in the Downtown/Mill Avenue District. 7S implements the cornerstone principles of the plan and proposed building heights are well within the ranges set by the plan.

(i). General Principles

Many of the principles indicated in the Community Design Principles are applicable to 7S:

- *"One essential ingredient for being an original in the day of copies is courageous vision."*

7S exemplifies the vision of what Tempe can become. Courageous in its desire to span skyward and not replicate the past, 7S will set the bar for future reinvestment in Downtown Tempe.

- Limited in horizontal expansion by finite municipal boundaries, the future of Tempe's built environment will be determined not by planned sprawl, but by principled infill, redevelopment, rehabilitation and preservation.

7S reflects the ultimate in infill redevelopment - improvement of a parking lot within a burgeoning urban downtown.

- Arizona State University's Comprehensive Development Plan calls for an integrated and embedded community and campus, with community and campus as civic space comprised of well-connected districts.

7S is well-positioned and designed to integrate with Arizona State University by providing the retail, restaurant, and hotel "Town and Gown" opportunities that help embed the University into the community and embed the community in the University.

- This core area is a vibrant pedestrian realm with an authentic sense of place, defined by buildings and spaces with character and connections, punctuated by slender, elegant towers forming an interesting and dynamic skyline.

The slender, elegant towers of 7S have been designed to punctuate the skyline adding interest and dynamic rhythm. Located in the Downtown Core, 7S will provide that vibrant pedestrian realm via its ground-level retail arcade, pedestrian plaza, pocket parks, and parkettes.

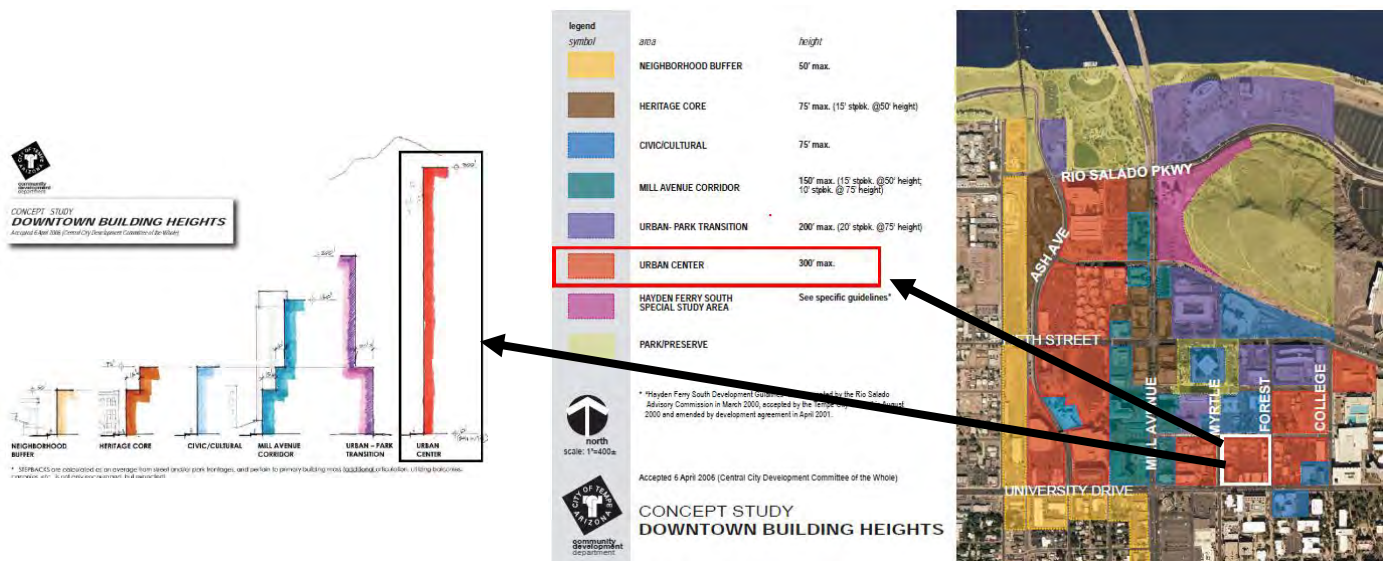
(ii). Four “Cornerstone” Principles

7S incorporates many aspects of integration, innovation, articulation and definition – community, character, streets/spaces, function, planning, urban design, architecture and visualization. The perimeter of the Site maintains the street-grid of the original townsite and enhances the pedestrian experience along those paths to maintain a human-scale environment. Interactive encroachments, such as sidewalk dining areas, pocket parks, balconies, windows, and building entries occur throughout the Site, accommodating access and defining function.

On-street parking is provided along 7th Street and Forest Avenue and incorporated into the streetscape. The building design incorporates new and traditional materials reflecting the downtown context while creating a unique identity for the Site. The building massing of a pedestrian base with sleek towers maintains views of the sky and the buildings while defining the bottom and top of the buildings.

(iii). Building Heights

The concept study for appropriate downtown building heights identifies and categorizes a range of building heights appropriate for the downtown area. The Site is within the “Urban Center” building height category appropriate for buildings up to 300 feet. (See attached Downtown Building Heights Concept Study.) As in 2006 and 2008, the Concept Study remains effective today and still supports building heights on the Site up to 300 feet:



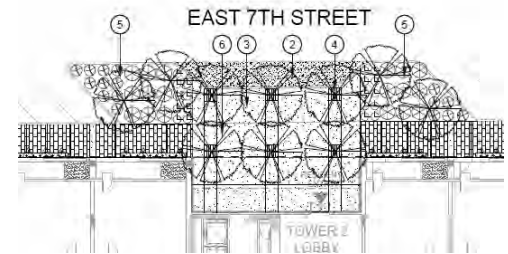
b. Mill & Lake District Streetscape Principles and Guidelines

The Mill & Lake District Streetscape Principles and Guidelines were adopted in February of 2011 to guide future development and encourage maintenance within the public rights-of-way in the Downtown Tempe/Mill + Lake District. The objectives of the plan are to create safe, comfortable, walkable environments that promote Tempe as a diverse community. Guided by Andres Duany, “The role of the street is social as well as utilitarian” the plan encourages interactions at the street/pedestrian level. These concepts have been embraced by the 7S design team and will continue to guide their decision making processes.

The Streetscape Plan includes guidelines for streetscape elements including building facades, street furniture, utility structures, landscape and elements, lighting, sidewalks, and on-street parking, and identifies street types and characters in the Downtown Tempe/Mill + Lake District. One of the first Guidelines in the Plan refers to Building Facades:

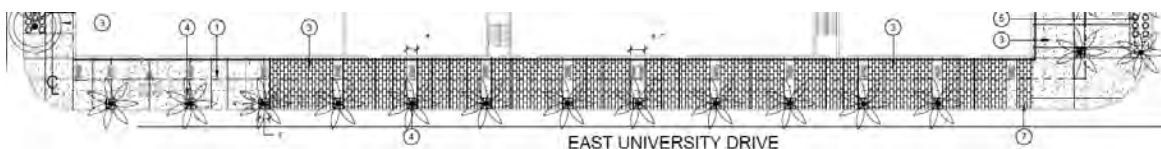
Emphasize ground floor building facades with awnings and overhangs which serve to “embrace” pedestrians, transparent windows with articulated entries to achieve “permeability” and interesting architectural details that catch the eye, project a comfortable human scale and engage the passer-by.

This Guideline is met by the pedestrian arcade along University Drive that overhangs the sidewalk below from a comfortable ten feet, providing not only shade, but a grounded pedestrian feeling. Other frontages also meet this Guideline using shaded pocket parks and ground-level articulation to achieve permeability and human scale.



The plan also identifies Myrtle and Forest Avenues and 7th Street as “Internal Connector” streets, which are more residential in character. Internal connectors provide pedestrian-scale circulation routes within the southeast quadrant of the district. 7S respects this traditional character of the streets and has developed appropriate and active interfaces along each of the internal connector streets to maintain the pedestrian-scale and connection to the district. Specifically, 7th Street and Forest were designed to be the most pedestrian scaled and landscaped reflecting the existing conditions across the street.

University Drive is identified as a “Town + Gown/Campus Transition” street. University Drive is a major arterial that simultaneously links and separates the district from ASU. 7S respects and embraces this Campus Transition element by creating a shaded pedestrian arcade along its entire University frontage encouraging pedestrian movement between the ASU Campus and Downtown Tempe. Retail uses further encourage use of this arcade.



The design team for 7S has and will continue to refer to the streetscape principles and guidelines as well as Staff input in finalizing the streetscape designs for the project. Recognizing that each street has a distinct character, the streetscapes along each are designed to reflect the context and character of that street. The streetscape design will include street furniture, landscape and hardscape, planters and planting areas, lighting, public art, and on-street parking to create a comprehensive streetscape that enhances the quality of the district.

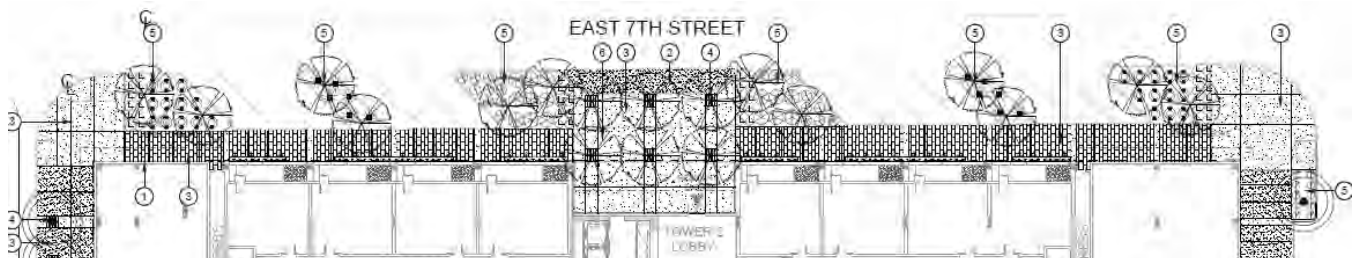
c. Urban Open Space Plan

The City Council initiated the Urban Open Space Plan in the fall of 2006 to nurture and build on Tempe's unique downtown experience. That document is the result of more than a year's effort, working with downtown residents and other stakeholders to explore how the city could develop a great public space environment that attracts residents, businesses, and students for decades to come. The Urban Open Space Plan was adopted in December of 2007 and includes a set of strategies to implement and operationalize a system of great, active public spaces, including recommendations for the city to manage, maintain, and finance them.

A key goal of the Urban Open Space Plan is that private development should make a greater contribution to the public realm. Recommendations in the plan include making improvements for pedestrians and cyclists in building block areas and along major arterials; enhancing shared walking routes with tree cover or other shade; and adding shaded pathways. Opus/Sundt agrees with these goals and recommendations envisioning a project that brings vibrancy and activity to the Site.

The Site is located in an area identified as a "building block" in the Urban Open Space Plan. Building blocks are areas that will reinforce the identity of and access to the anchors. In this case, the building block is the 'Southeast Quadrant' and the nearby anchors are the Mill Avenue District and ASU Community. The Southeast Quadrant is identified as one of the biggest development opportunities in downtown. One of the opportunities identified in the plan is development of 7th Street as a more pedestrian friendly environment. Key elements called for in the Southeast Quadrant include mixed-use buildings with retail and/or public use on the ground floors; pocket parks or plazas at key locations; and high quality amenities and materials.

7S incorporates all of these elements to create a vibrant, urban development that connects Mill Avenue and ASU. A true mixed-use project with ground floor retail, 7S incorporates pocket parks on both Forest and 7th Street, a pedestrian plaza at University and Forest, parklettes on 7th Street, and a pedestrian arcade along University. These urban open spaces will implement the vision and goals identified in the Urban Open Space Plan and serve as an example for future development.



The Urban Open Space Plan also identifies “Green Streets” as an important concept for the plan. The reasons for striving to implement Green Streets include creating an environmentally sustainable city, making the city more pedestrian and bicycle friendly, reducing heat islands, adding higher level amenities for pedestrians, and providing better accommodations for bicycles and transit. Although University Drive was not identified as a potential “Green Street,” the opportunity to improve integration between ASU and Downtown Tempe by making improvements to University Drive was identified as an important component of the plan. *7S* will improve the streetscape along each of its four frontages, including University Drive, incorporating the Green Street characteristics, such as wider sidewalks, street trees and landscaping, shade and shelter, pedestrian scale lighting, seating, and street furnishings. The end result is a development that is active and accessible to the public.

d. General Plan Goals and Objectives

(i). Land Use Element and Projected Land Use

Goal: *Foster quality development through land use that provides sustainable growth and enhances the quality of life where people live, learn, work and play.*

Objectives:

- Establish development of multiple hubs with higher density cores serving the surrounding neighborhoods as its mixed-use urban activity center
- Promote land use patterns that encourage long-term sustainability
- Encourage a balanced community with a diversity of uses and employment opportunities
- Provide land use and transportation integrated planning, design and development that reinforces and enhance the character of the entire community
- Promote compact, efficient infill development

7S provides infill redevelopment of a Downtown Core site that will promote the city’s vision for a quality environment where people live, learn, work, and play. The development will support Tempe’s significant financial investments in Light Rail, Tempe Town Lake, the Downtown, and the proposed Modern Streetcar by providing a mix of uses and the residential density needed to support these investments. The project meets the General Plan’s projected land use (Mixed-Use) and residential density (High-Density Urban Core >65 du/ac) designations on the Site and achieves a compact, efficient infill redevelopment of a vacant, underutilized site.

As Tempe sees continued success in its Downtown Core development with major projects such as Marina Heights and Hayden Ferry Lakeside III under construction, *7S* will add to the dynamic environment by providing high-quality resort-style living, retail uses, and hotel accommodations in the city’s urban core. The development will support Tempe’s growing economy as employees brought in by the city’s premier commercial development areas including Tempe Town Lake, Discovery Business Park, ASU Research Park, Marina Heights, and Liberty Center at Rio Salado look for housing and entertainment options in the city.

(ii). Community Design Element

Goal: *Community Design - Promote design and development standards that improve the community's visual quality, urban form, and functionality to enhance the quality of life for future generations.*

Objectives:

- Create recognizable and usable “places”
- Provide focal points
- Encourage and enhance pedestrian movement
- Respond to climatic factors and human comfort
- Provide opportunities for interaction and observation
- Encourage mixed-use design
- Encourage architecture that will withstand changes in style and economy, enabling adaptive re-uses in the future
- Promote sustainable design concepts
- Maintain or reduce lighting impact on night skies
- Utilize the built environment to promote a healthy community and encourage active lifestyles

Goal: *Accessibility – Infill solutions for community needs through universal designs that provide universal access and benefit through accessible public and private facilities, services and programs.*

Objectives:

- Create adaptive environments capable of meeting current and future needs of the community
- Utilize universal design
- Where possible, create multi-user access
- Provide ergonomic, human-scaled environments

7S meets the goals and objectives of the Community Design Element by incorporating the design principles necessary to create an accessible environment with a sense of place. Accessibility is maximized by using design elements and articulation to create a human-scaled environment on all sides of the project. The ground level is recessed from the property line and activated with retail and commercial uses, creating a project that is human-scaled and accessible to the public.

The Site is a key link between Downtown Tempe and ASU. Landscape and hardscape that reflect the Site's context will extend the architectural experience of the building to the pedestrian realm. By improving the streetscape surrounding 7S to make it a more comfortable environment to navigate, the connections between the Site and surrounding areas will be maintained and strengthened.

Most importantly, the pedestrian connection between Downtown Tempe and College Avenue along 7th Street is critical to the maturing of Downtown. The design of the 7th Street frontage emphasizes that connectivity by presenting the most residential of its faces toward 7th Street and providing significant landscaping to draw the pedestrian to the area. After several discussions with City Staff and City Council members regarding the uniqueness of each street, each frontage has been designed to reflect its specific quality.

(iii). Redevelopment Element

Goal: *Sustain or maximize the efficiency of land uses within areas of stagnation or decline by promoting the greatest economic, social and cultural potential*

Objectives:

- Encourage reinvestment, rehabilitation, redevelopment or reuse
- Prevent and eliminate slum and blight
- Stimulate private investment
- Attract new development that adds to urban livability

The Site has been underutilized for many years and is in need of redevelopment to re-activate this important Downtown parcel. *7S* will maximize the potential of the Site by including a diverse mix of uses, putting the Site to its highest and best use pursuant to the General Plan 2040 as well as the Community Design Principles Building Heights plan. Development of *7S* will stimulate investment and development of other, underutilized property in the area. *7S* is poised to serve as an example for continued investment in the Downtown area.

(iv). Housing Element

Goal: *Provide diverse housing opportunities for current and future residents, for all income levels and household types, with specific focus on providing affordable housing to help those in greatest need*

To ensure that Tempe's housing portfolio remains diverse and attractive to current and future residents and businesses, urban housing options must be added to the downtown area. *7S* will add diversity to existing Downtown housing options providing amenity-rich, luxury rental housing. The resort-style, high-end residential component will fill market demand that continues to rise as Tempe attracts more and more businesses to its growing economic centers.

(v). Economic Development Element

Goal: *Stimulate a sustainable, diversified and vibrant economy and job force.*

Objectives:

- Sustain a business climate that fosters private business investment
- Develop an increased tax base
- Promote a sustained improvement in the standard of living and quality of life for all residents
- Attract businesses and employers that provide jobs paying wages at or above the regional average
- Maintain and attract a highly trained workforce

7S will be an economic driver for Tempe, contributing to the financial, economic, and cultural diversity of the community. The development will add retail and hotel jobs, conference space, residential units, and construction, all of which will contribute to the city's tax base. The retail, housing options, and lifestyle provided in the development will help attract and maintain a highly trained workforce looking

for options about where to live, work, learn, and play. This translates into increased quality of life for all residents of Tempe.

(vi). Growth Area Element

Goals: Rail Corridor Growth Area

- *Attract mixed-use development along the rail corridor and create a dynamic and eclectic urban environment to maximize public investment hub of the region.*
- *Continue investment in improvements to make the Downtown a financial, civic, cultural and professional bug of the region*
- *Encourage reinvestment and establish compact, desirable and walkable urban neighborhoods*

Objectives:

- Focus mixed use development near rail investments to support reduced transportation costs for residents, and in turn, produce increased transit ridership.
- Create a walkable community enhanced by rail transit
- Encourage land use and development that creates a sense of community and place
- Sustain the Mill Avenue District as a regional destination
- Create a balance of residential, commercial, recreational and educational uses
- Create a unique urban environment and authentic image
- Encourage investment that builds a strong sense of community
- Continue investment consistent with the public investment in transit and reflective of transit-oriented design and development
- Enhance area quality of life for existing and future residents
- Promote desirable reuse of land

Goal: Arizona State University Growth Area - *Collaborate on development, infrastructure capacity and land use issues that are consistent with Tempe's and ASU's long-term needs, and embed ASU in the community through increased campus and community relations and public participation*

Objectives:

- Engage new efforts towards sustainable growth and development.
- Promote campus and community interaction

The Site is located in both the Light-Rail Corridor and ASU Growth Areas, making it a critical location for re-investment and redevelopment. As one of the few privately owned locations available for redevelopment within the ASU Growth Area, the Site is a key component of promoting campus and community interaction. The mixed-use nature of 7S presents the best opportunity to enhance the “Town and Gown” connection between ASU and Downtown Tempe while supporting the city’s investment in Downtown infrastructure.

7S has the potential to expand the urban activity centered on Mill Avenue and bring that vibrancy to the Site and surrounding area. The Site’s location between transit, the Mill Avenue District, and ASU means that the area around the Site experiences a significant amount of pedestrian traffic. By redeveloping the Site with active and engaging uses, the Site and surrounding area become a destination and place for

engagement with its own unique image rather than an ignored part of a path connecting two other destinations. This type of creation and placemaking is essential to redevelopment and growth.

(vii). Pedestrian and Bikeway Element

Goal: Pedestrian Network – *Develop safe, comfortable walking environments and pedestrian connections to encourage pedestrian travel*

Goal: Bikeways – *Expand and enhance bicycle travel within the City*

Objectives:

- Increase awareness that pedestrians are a priority in Tempe, and that pedestrian travel is an important part of the overall transportation system
- Provide convenient and safe pedestrian access to destinations to promote neighborhood safety
- Ensure pedestrian accessibility for all
- Increase pedestrian accessibility and enhanced the pedestrian environment with engaging and interesting experiences for pedestrians

(viii). Transit Element

Goal: *Coordinate and produce efficient, safe, convenient and interconnected transit options to increase ridership*

Objectives:

- Increase transit modes and services that support ridership increases and an expanded transit mode share

Tempe's ability to meet future travel demands requires community support for transit systems. Increased ridership contributes to funding the system. To support Tempe's investment in the transit system, the areas along light rail – especially Downtown Tempe – must be developed with diverse uses and proper density.

7S will bring that mix of uses and density to an area of Tempe that is highly connected with transit options. This influx of activity and people on the Site will help increase ridership on transit and support Tempe's investment in the transit system. Increased density in the Downtown catalyzed by 7S will also help obtain federal funding for the Modern Streetcar.

(ix). Travelways Element

Goal: Travelways Network - *Encourage redevelopment of the street network that balances the needs for various types of travelers and more fully serves all modes of transportation safely and efficiently.*

Goal: Parking and Access Management – *Incorporate parking and access management strategies that influence travel behavior and reduce congestion on busy streets.*

Objectives:

- Establish guidelines that enhance land use and transportation connection
- Promote consolidated and shared use parking areas

To achieve the goals and objectives of the Travelways Element, development must facilitate pedestrian and bicycle usage. The design of 7S is highly pedestrian-oriented and incorporates the principles and guidelines identified in the Mill and Lake District Streetscape plan. Placing great emphasis on the pedestrian and bicycle elements ensures the project promotes a balance of all modes of transportation available to the Site including bicycles, vehicles, bus, and walking.

7S also incorporates shared parking and on-street public parking as part of a comprehensive parking plan. The development provides the proper balance of necessary parking for an urban TOD mixed-use development based on a thorough parking study and analysis of market demands.

(x). Environmental Planning Element

Goal: *Ambient Temperature – Minimize heat island impacts to maintain a comfortable year-round outdoor environment and reduce energy consumption*

Objectives:

- Consider ambient temperature reduction within development, energy and water resources policies and programs

As discussed above, 7S incorporates a multitude of sustainable strategies in its design to minimize the development's impact on the environment by reducing energy consumption and heat island impacts. (Please see section I.D.2 "Sustainability Strategies" above.) Sustainable strategies incorporated in the project include redevelopment of a surface parking lot, promoting water efficiency, optimizing energy, selecting appropriate materials and resources, and managing indoor environmental quality. Other innovative strategies will also be considered as the development progresses.

(xi). Public Art and Cultural Amenities Element

Goal: *Enhance and promote Tempe as a diverse, stimulating cultural, library and arts community where cultural amenities inspire and enrich people's lives and experiences.*

Objectives:

- Encourage incorporation of public art into major public and private projects to enhance the city's community character as well as the built environment.

In addition to featuring buildings that are aesthetically designed, 7S will incorporate art in private development in furtherance of the City's goal to enhance community character and the built environment. Opus/Sundt has charged the design team to find appropriate public locations for one or more signature art pieces.

(xii). Safety Element

Goal: *Enhance and promote the safety of the community and suppress crime*

To promote safety of the community and suppress crime, 7S incorporates Crime Prevention Through Environmental Design (CPTED) principles. Natural Surveillance is provided through design that invites people to observe the space around them. By creating a comfortable environment with gathering spaces, opportunities for observation are maximized. Balconies, windows, lighting, and outdoor amenities all increase the visual surveillance of the Site. Access control is achieved by providing clear definition between public and private areas within the development. Access to the hotel tower will be limited to guests and access to residential towers will be limited to residents and their guests. The Site and its features will be properly maintained to ensure that the development thrives as a safe environment.

ii. Standards requested through the PAD overlay district shall take into consideration the location and context for the Site for which the project is proposed.

The standards requested through the PAD are appropriate for the Site's location in the urban core of Tempe. Development standards created in the PAD are performance-based to ensure the development is a harmonious unit with connectivity to the surrounding area. The Site is in a prominent location connecting Downtown Tempe and ASU approximately 900 feet from the Tempe Transportation Center and along Valley Metro Route 30, Orbit Venus and Mercury routes, and the FLASH circulator. This location among prominent downtown anchors, along mass transit routes, and in walking distance to light rail is perfectly suited for the type of urban infill development offered by 7S and the requested PAD standards. Both the 2006 and 2008 PAD approvals envisioned high-rise mixed-use developments on the Site, indicating in 2006:

The request complies with General Plan 2030 projected land use and residential density for this site. The Planned Area Development (PAD) Overlay implements the General Plan, by providing a mixed use development of both commercial and residential living space, promoting the concept of live, work and recreate in one place.

The General Plan projected residential density for this site is high density residential use with greater than 25 dwelling units per acre. Compact residences have limited private outdoor space, but have access to shared, or common open space for recreation. Proximity to amenities and configuration of residences encourages resident interaction. This level of intensity should promote a village environment with easy access to goods and services, business and recreation. This project complies with the projected residential density.

And, in 2008:

This development complies with the land use goals and element objectives of General Plan 2030.

The "Downtown Building Heights Concept Study" anticipates, and supports, a building height of 300'-0" for this location.

The development as proposed meets the approval criteria for Planned Area Development Overlay.

The height requested is an appropriate scale for the surrounding area, and much lower than the current PAD approval and the 2006 PAD approval. Buildings surrounding the Site and throughout Downtown Tempe vary in height, creating a skyline that is enhanced but not dominated by monolithic towers. The 3 distinct towers of various heights defining 7S top a 4-story pedestrian-scale base eliminating the development of a single massive building over the entire Site.

7S's towers are appropriately placed on the Site to create dimension and not overwhelm the surrounding area. The maximum height is 224' (parapet)/240' (mechanical) for Residential Tower 1, with Residential Tower 2 at 144' (parapet)/164' (mechanical), and the hotel tower at a maximum of 180' (parapet)/200' (mechanical). These proposed heights are appropriate and comparable to other buildings in the area, such as West 6th Towers 1 and 2, University House/HUB Phases I and II, the Residence Inn Marriott, and the proposed Omni hotel.

Additionally, the height is appropriate based on the various building heights throughout Downtown Tempe, including Marina Heights, all phases of Hayden Ferry Lakeside, Manzanita Hall, and the proposed 3 W Rio and Villas at Southbank developments.

The proposed residential density is similar to the density approved in the 2006 PAD and is suitable for residential development in an urban hub. The density of 7S is similar to other downtown urban living found in proximity to the Site at the W6 and University House/HUB.

Other development standards proposed by the PAD amendment, such as parking, lot coverage, and landscape area, are appropriately crafted for a Downtown Tempe urban infill development on this Site. The proposed standards allow the flexibility in design necessary for a project that has the mix of uses and density appropriate for a downtown environment. Providing 0 foot setbacks for the project brings development to the street, activating the Site. Landscape standards ensure that urban open space is provided at the street level, accessible to the public, with increased open space amenities throughout the development for residents and hotel patrons. The proposed parking is based on a parking study that thoroughly analyzed the needs of the Site and surrounding area combined with market parking demands. By not over-parking the Site, the pedestrian-oriented design principles of the Site are reinforced.

Setting the development standards through the PAD ensures compatibility with the surrounding area. As mentioned above, 7S meets all of the existing 2008 PAD standards except residential density and parking that must be set for this specific mix of uses. The proposed density of 140.50 du/ac is similar to that approved 2006 PAD density. The additional modifications to the PAD for this project involve instances where the proposed development meets or exceeds the development standard set by the 2008 PAD. The modifications simply establish development standards set specifically for 7S.

iii. The development appropriately mitigates transitional impacts on the immediate surroundings.

The development has been designed to ensure a compatible development that appropriately mitigates any impacts on the immediate surroundings. The project details create an aesthetically pleasing development that will enhance the surrounding area. At the street level, the building is recessed from the property line in varied locations to create a usable and active pedestrian environments. The design incorporates pedestrian plazas, street furniture, parklettes, a covered arcade, and generous landscaping to enhance the pedestrian realm, improve walkability, and create connectivity to the surroundings.

Varied building heights above the 4th level punctuate the skyline rather than blocking views. The building mass is pulled away from both 7th Street and University Drive to ensure the streetscape is not overwhelmed by the development's massing. Additionally, the pedestrian experience is enhanced by de-emphasizing massing along street frontages. Those walking down the streetscapes will only "feel" the 4-story human-scale of 7S.

B. DEVELOPMENT PLAN REVIEW

1) Project Design Overview

7S is designed to provide the level of vitality that this prominent Site deserves. Contextual architecture and landscape design based on long-standing urban design principles create a welcoming public environment that will attract pedestrian activity and encourage residents to enjoy the benefits of living in Downtown Tempe.



The architectural design is modern using materials that reflect the surrounding environment and local architecture. The pedestrian-scale building base is topped with slender towers that step back from the property lines to locate the highest point at mid-block and maintain the pedestrian feel at the perimeter. Superior materials accent the architecture and add detail, articulation, and visual interest to the design while tying to the surrounding local materials.

The landscape design combines architecture, landscape, and hardscape elements to enhance the urban open space incorporated throughout the Site. At the street level, the building is pulled back to increase public open space opportunities. Outdoor pocket-parks adjacent to the residential lobbies, landscaped courtyards for the residential walk-ups, and patios are found throughout the perimeter of the project. Additional landscape and open space areas are created through landscaped amenity decks located on the 5th and 20th story rooftop levels which will provide stunning views of the Valley.

The overall Site design is pedestrian-oriented to enhance and facilitate the connection to mass transit, ASU, and Mill Avenue. The perimeter of the Site is lined with attractive architecture and active uses in response to the specific context of each particular street. Trees and architectural canopies are integrated into the design to promote pedestrian comfort along building edges. Minimal curb cuts and landscape pavers are used to distinguish pedestrian paths of travel from vehicular drive lanes. Vehicular access is limited to locations along Myrtle Avenue and Forest Avenue to minimize vehicular and pedestrian interaction.

2) City DPR Approval Criteria

Development Plan approval shall be based on consideration of the following criteria:

a. Placement, form, and articulation of buildings and structures provide variety in the streetscape.

Key design features foster the goal of revitalizing an overwhelmingly auto-oriented environment. The building massing responds to the context, with the tallest building located mid-block, and the scale of the buildings stepping down towards east 7th Street and University Drive. The perimeter of the Site is lined in multiple locations with attractive architecture and active uses in response to the specific context of each particular street.

b. Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort.

Environmental influences are just as important as a buildings context. *7S* has been designed to transition to its context but also address the climate. The buildings are oriented along their east-west axis in order to address the intense rising and setting sun. The building design integrates continuous balcony element along the south façade protecting the building occupants from the mid-day summer sun. The site is so well suited to the environment that the building forms also create slender images approaching from the east or west helping to bring a human scale to the project.

c. Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings.

High-quality materials, including color metal panels, architectural concrete, perforated metal panels, and glass are used to accent the architecture and complement the surrounding context. The materials add articulation to the elevations and provide definition throughout the development. The combination of materials and architecture implemented in *7S* creates a design that relates to its context yet establishes a unique identity setting the project apart from other developments.

- d. Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings.**

The buildings, structures, and landscape elements are appropriately scaled, relative to the Site and surroundings. The 4-story base of the project creates the human-scale environment that makes the development comfortable at the pedestrian level. The tallest tower is located mid-block to ensure it does not dominate the Site. With similar building heights in the area such as the Residence Inn, the HUB on Campus, and College Avenue Commons, 7S adds an appropriately scaled component to the diverse fabric of its urban setting.

- e. Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level.**

To avoid large building masses, 7S incorporates slender towers above a pedestrian-scale building base. The architectural features accentuate the top of the building, resulting in a well-defined base and top. Architectural treatment and superior materials including color metal panels, architectural concrete, perforated metal panels and glass add articulation and identity to the development. The pedestrian experience at street level is optimized by active uses, shade trees, and architectural canopies.

- f. Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions.**

7S implements design strategies to add detail and interest at the street level while responding to varying climatic and contextual conditions.

- g. Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage.**

The Site's prime location offers immediate and convenient access to multi-modal transportation options. Valley Metro Route 30 and Orbit's Mercury and Venus routes travel along University Drive, with stops on the corner of University Drive and Forest Avenue. The Tempe Transportation Center is approximately 900 feet north of the Site, offering accessibility to the light rail and connections to other Metro bus routes. The future Modern Streetcar route is just west of the Site along Mill Avenue. The project's pedestrian-oriented design takes advantage of these transit opportunities, facilitating and encouraging connectivity in support of transit patronage. Shade trees and architectural canopies are integrated throughout the design to allow pedestrians to navigate the Site in comfort.

Following the lead of the City of Tempe's Pedestrian and Bicycle Facilities Guidelines, the project has public and residential bicycle storage. The public bicycle racks are available around the Site. The residents have secure bicycle storage and bike shop within the building. Due to the large number of bicycles anticipated, a dedicated bike lobby and valet have been provided as part of the project. These bike and pedestrian areas are separated from passenger and service vehicles entering and leaving the Site.

- h. Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses.**

Vehicular access to the Site is limited to garage access on Myrtle and College Avenues and on-street parking on 7th Street. On Myrtle Avenue, hotel guests can access the garage for drop-off or vehicle parking towards the south end of the street. On the north side of Myrtle Avenue, public access to the parking garage is provided. On Forest Avenue, residents and the public can access the parking structure. Forest Avenue also provides service vehicle access to the garage and access to the bicycle garage. Pedestrian and bicycle areas are separated from passenger and service vehicles entering and leaving the Site. Curb cuts on the streets are minimized with no curb cuts existing along 7th Street or University Drive.

- i. Plans appropriately integrate Crime Prevention Through Environmental Design principles, such as territoriality, natural surveillance, access control, activity support, and maintenance.**

To promote safety of the community and suppress crime, 7S incorporates Crime Prevention Through Environmental Design (CPTED) principles. Natural Surveillance is provided through design that invites people to observe the space around them. By creating a comfortable environment with gathering spaces, opportunities for observation are maximized. Balconies, windows, lighting, and outdoor amenities all increase the visual surveillance of the Site. Access control is achieved by providing clear definition between public and private areas within the development. Access to the hotel tower will be limited to guests and access to residential towers will be limited to residents and their guests. The Site and its features will be properly maintained to ensure that the development thrives as a safe environment.

- j. Landscape accents and provides delineation from parking, buildings, driveways and pathways.**

The landscape features proposed for the project include identifying paver patterns that define the pedestrian path of travel and indicate to pedestrians where vehicle drive lanes are located. A combination of shade trees and architectural canopies has been integrated into the design to add visual interest and create a comfortable pedestrian environment.

- k. Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located.**

Building and tenant signage will follow a comprehensive signage criteria established for the project. The hotel and residential towers will each have address and identification signs. The sign materials will be complementary to the building and to other signs on the premises. The retail areas will also have signage that follows the comprehensive signage criteria. The sign areas and copy will be proportional to the size of the building element on which it is located.

- l. Lighting is compatible with the proposed buildings and adjoining buildings and uses, and does not create negative effects.**

The proposed lighting will provide visual guides without creating a negative impact on the surroundings.

The building base will be well lit for pedestrians walking along the Site. Architectural lighting will also be used to signify entrance points for the various building functions.

C. USE PERMIT TO ALLOW TANDEM PARKING

Tandem parking is requested for 40 tandem hotel parking stalls located on levels 3 and 4 of the parking structure. The requested tandem stalls will account for a total of 80 parking spaces (40 tandem spaces). Tandem parking is allowed in non-single family residential zoning districts subject to an approved Use Permit (ZDC 4-602.D.1.)

1) City Use Permit Approval Criteria

The following factors shall be considered in approval of a use permit:

a. Any Significant increase in vehicular or pedestrian traffic.

The proposed tandem parking will not cause an increase in vehicular or pedestrian traffic. The parking configuration will be internal to the Site and will allow the development to maximize the parking available for the residential component of the project.

b. Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat, or glare at a level exceeding that of ambient conditions.

There will be no nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat, or glare at a level exceeding that of ambient conditions. The Site is located in an urban area that includes a variety of uses, arterial streets, and mass transit. The proposed tandem parking will be located within the parking structure for the development. The structure is surrounded by commercial and retail uses at the pedestrian level and screened with architectural materials beginning on the second level, serving as a buffer between the parking structure and surrounding uses.

c. Contribution to the deterioration or to the downgrading of property values which, is in conflict with the goals, objectives or policies for rehabilitation, redevelopment or conservation as set forth in the city's adopted plans or General Plan.

The proposed tandem parking will not contribute to the deterioration of the neighborhood or to the downgrading of property values. The tandem parking will provide flexibility in the garage design to maximize residential parking opportunities for the development.

d. Compatibility with existing surrounding structures and uses.

The tandem parking will be included in the proposed parking structure and screened from the surrounding structures and uses. The parking garage is an essential component of the development that will exist whether or not tandem parking is included. The tandem parking configuration will not be visible from the surrounding structures and uses.

- e. Adequate control of disruptive behavior both inside and outside the premises, which may create a nuisance to the surrounding area or general public.**

Tandem parking will not lead to disruptive behavior either inside or outside the premises.

D. PLAT

A plat is required to consolidate the existing parcels into one lot for cohesive development. The consolidation will retain the Site's exterior boundaries while eliminating the current interior property lines. The plat will conform to the Arizona Revised Statutes as well as the requirements of Tempe's General Plan, Zoning and Development Code, City Code, and other city regulations.

III. CONCLUSION

For the reasons discussed above, Opus/Sundt respectfully requests approval of these entitlements to allow this exciting redevelopment opportunity to move forward. Opus/Sundt looks forward to helping Tempe become an even more exciting city in which to live, learn, work, and play by bringing 7S to Downtown Tempe.

EXHIBIT - GENERAL PLAN 2040 PROJECTED LAND USE MAP

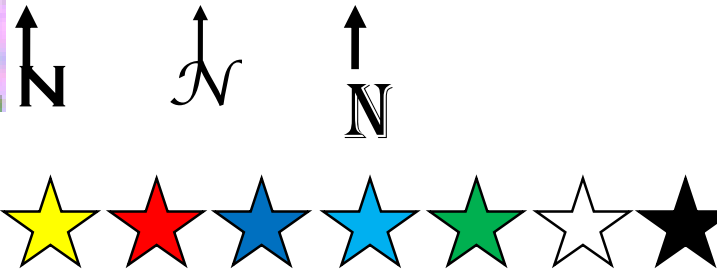
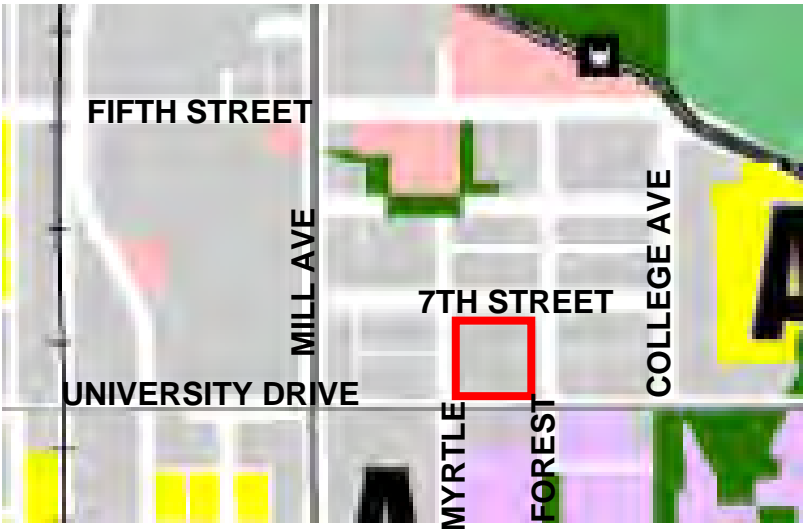
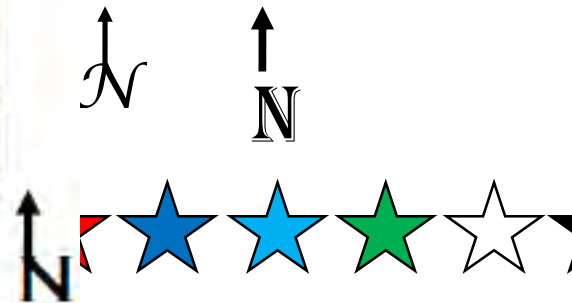
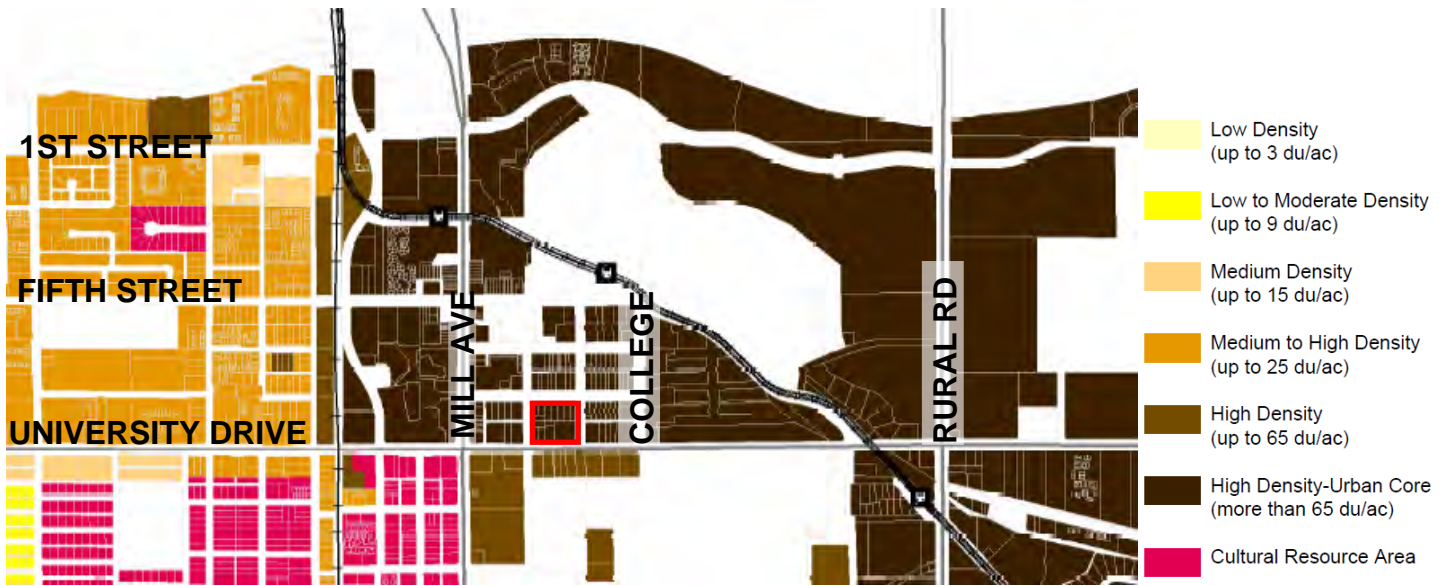


EXHIBIT - GENERAL PLAN 2040 PROJECTED RESIDENTIAL DENSITY



COMMUNITY DEVELOPMENT - PLANNING

Planning Application Form / Checklist

(REV. 5/14/15)



PROJECT DATA

DEVELOPMENT STANDARD	2006 APPROVED PAD	2008 APPROVED PAD	CURRENT REQUEST
PROJECT ADDRESS:	110 E. UNIVERSITY	110 E. UNIVERSITY	NWC UNIVERSITY & FOREST AVENUE
PROPOSED USE:	HOTEL, RETAIL, OFFICE, RES.	HOTEL, RETAIL, OFFICE	HOTEL, RETAIL, RESIDENTIAL
ZONING:	CC PAD TOD	CC PAD TOD	CC PAD TOD
GP: PROJECTED LAND USE	MIXED-USE	MIXED-USE	MIXED-USE
GP: PROJECTED DENSITY	HIGH DENSITY (>25 DUA)	HIGH DENSITY (>25 DUA)	HIGH DENSITY-URBAN CORE (>65 DUA)
GROSS SITE AREA:	140,446 SF (3.224 AC)	140,446SF (3.224 AC)	140,437 SF (3.224 AC)
NET SITE AREA:	138,330 SF (3.18 AC)	138,530SF (3.18 AC)	140,437 SF (3.224 AC)
TOTAL LOTS:	1	1	1
TOTAL UNITS:	422	0	453
TOTAL HOTEL KEYS:	225	328	MAX: 230
TRACTS:	UNK	UNK	TBD
BUILDING GROSS AREA:	± 2,142,900 GSF	± 1,100,000 GSF	± 1,080,265 GSF
RETAIL	± 44,000 SF	± 111,000 SF	± 21,100 SF
HOTEL	± 228,853 SF	± 248,000 SF	± 166,338 SF
RESTAURANT	± 11,800 SF	± 30,000 SF	± 10,000 SF
RESIDENTIAL	± 678,902 SF	0 SF	± 569,032 SF
CONVENTION CENTER	± 15,640 SF	± 95,000 SF	± 7,200 SF
OFFICE	± 240,000 SF	UNK	0 SF
DENSITY:	132.7 DUA	0 DUA	140.50DUA
BUILDING LOT COVERAGE:	100%	100%	92.8% (130,271/140,437)
LANDSCAPE %:	0 (NOT SET)	18.9% (26,173/138,530)	33% (46,228/140,437)
BUILDING HEIGHT:	300' / 345' (30-STORIES)	285' / 300' (15-STORIES)	
RES. TOWER 1 (S)			224' / 240' (MECH.) (20-STORIES)
RES. TOWER 2 (N)			144' / 164' (MECH.) (12-STORIES)
HOTEL			MIN: 140' / 160' (MECH.) MAX: 180' / 200' (MECH.)
SETBACK: FRONT YARD #1	0' (7TH STREET)	0' (7TH STREET)	0' (7TH STREET)
SETBACK: FRONT YARD #2	0' (UNIVERSITY DRIVE)	0' (UNIVERSITY DRIVE)	0' (UNIVERSITY DRIVE)
SETBACK: STREET SIDE YARD	0' (MYRTLE AVENUE)	0' (MYRTLE AVENUE)	0' (MYRTLE AVENUE)
SETBACK: STREET SIDE YARD	0' (FOREST AVENUE)	0' (FOREST AVENUE)	0' (FOREST AVENUE)
VEHICLE PARKING:	2188 (PARKING STUDY)	1217 (PARKING STUDY)	1056 (PARKING STUDY)
	(120 TANDEM)		(1015 + 25 ACC + 16 ON-ST)
			(40 OF 1056 TANDEM SPACES)
			(227 OF 1056 PUBLIC PARKING)
BICYCLE PARKING:	513	84	MIN: 486 (STORAGE W/ REPAIR AREA)

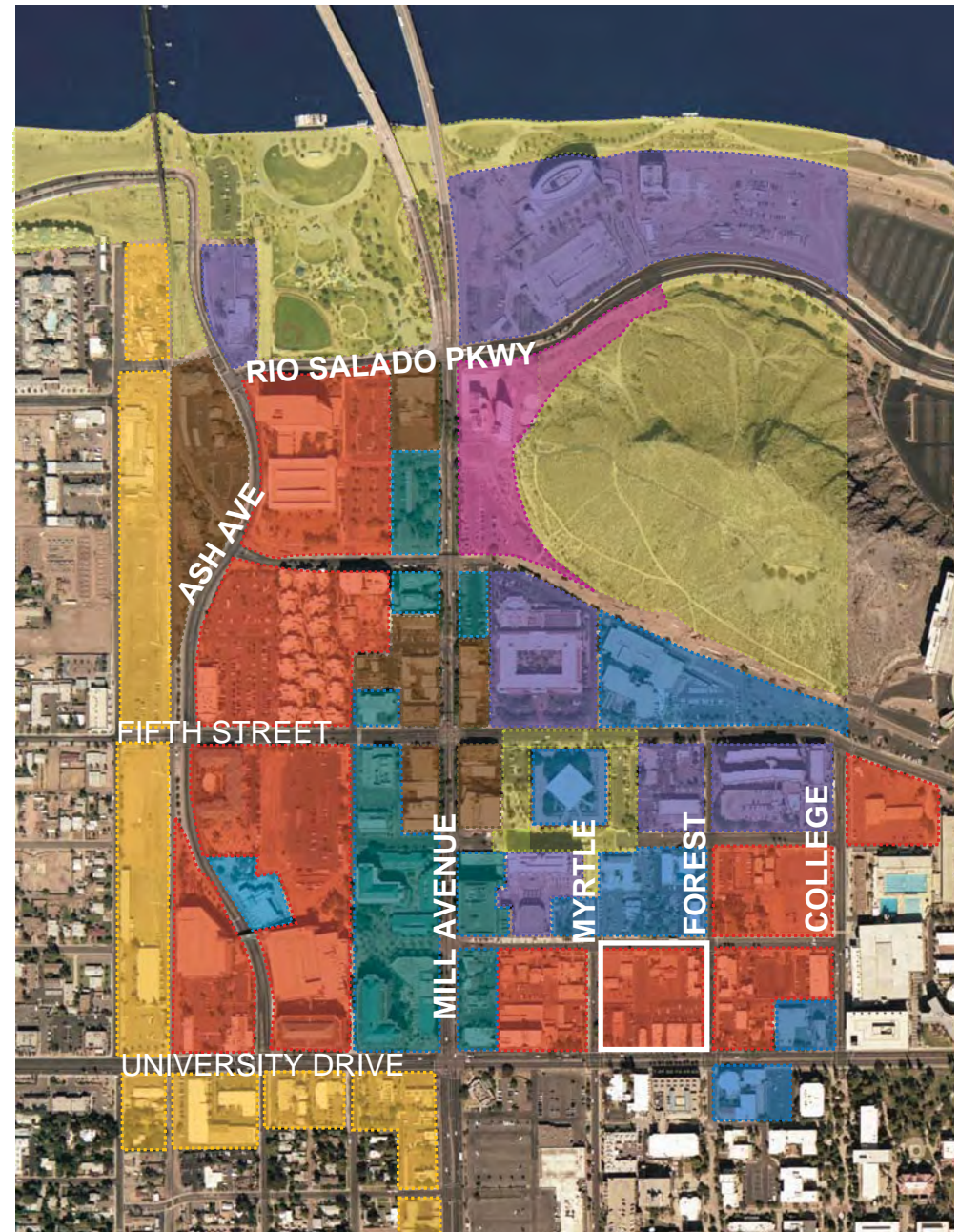
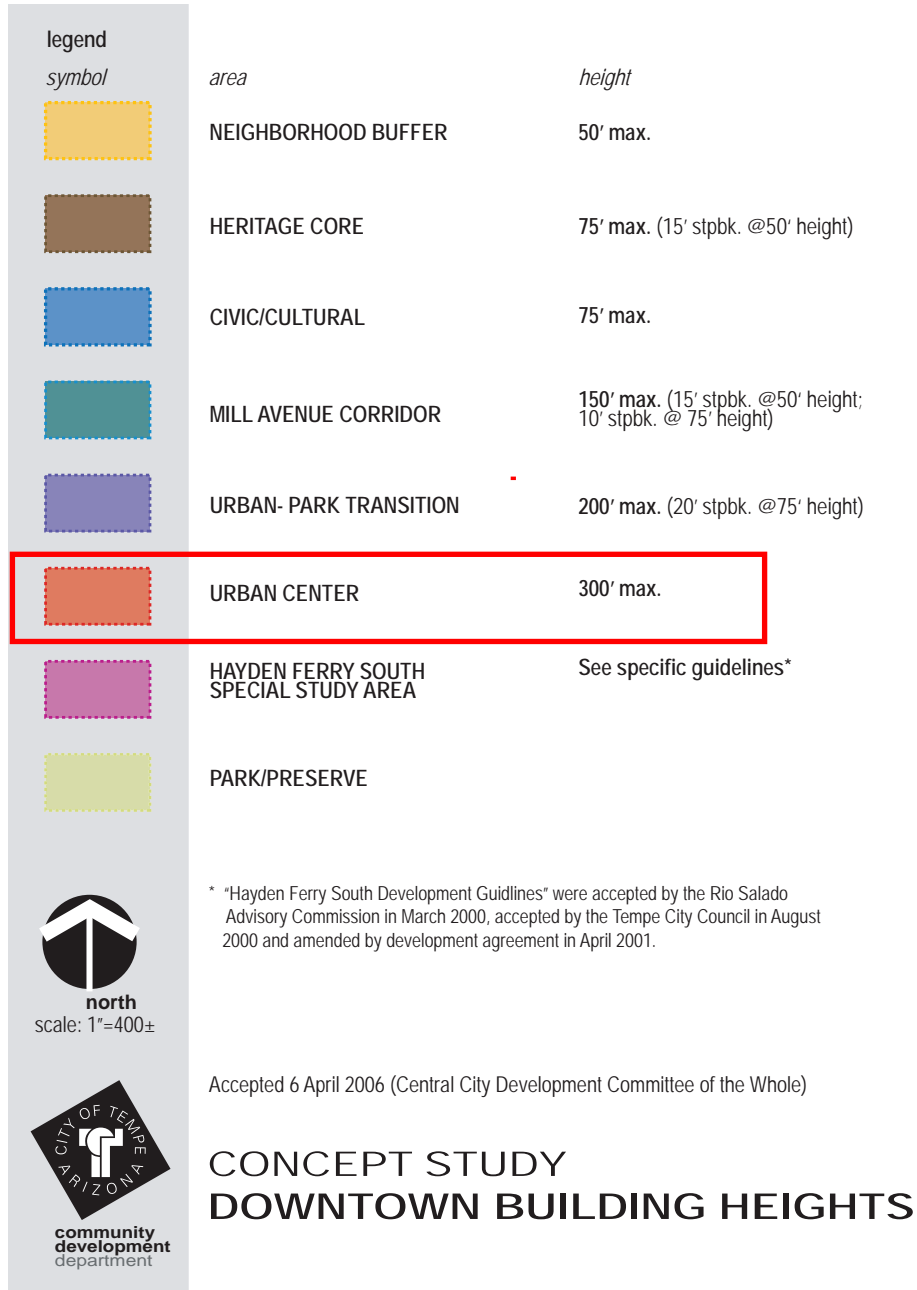
PARKING DATA

VEHICLE PARKING	REQUIRED	PROVIDED
(SEE PARKING STUDY)	(SEE PARKING STUDY)	1056 (PARKING STUDY)
		(1015 + 25 ACC + 16 ON-ST)
		(40 OF 1056 TANDEM SPACES)
		(227 OF 1056 PUBLIC PARKING)

BICYCLE PARKING	Required	Provided
(BICYCLE COMMUTE AREA)	474	MIN: 486

ATTACHMENT 39

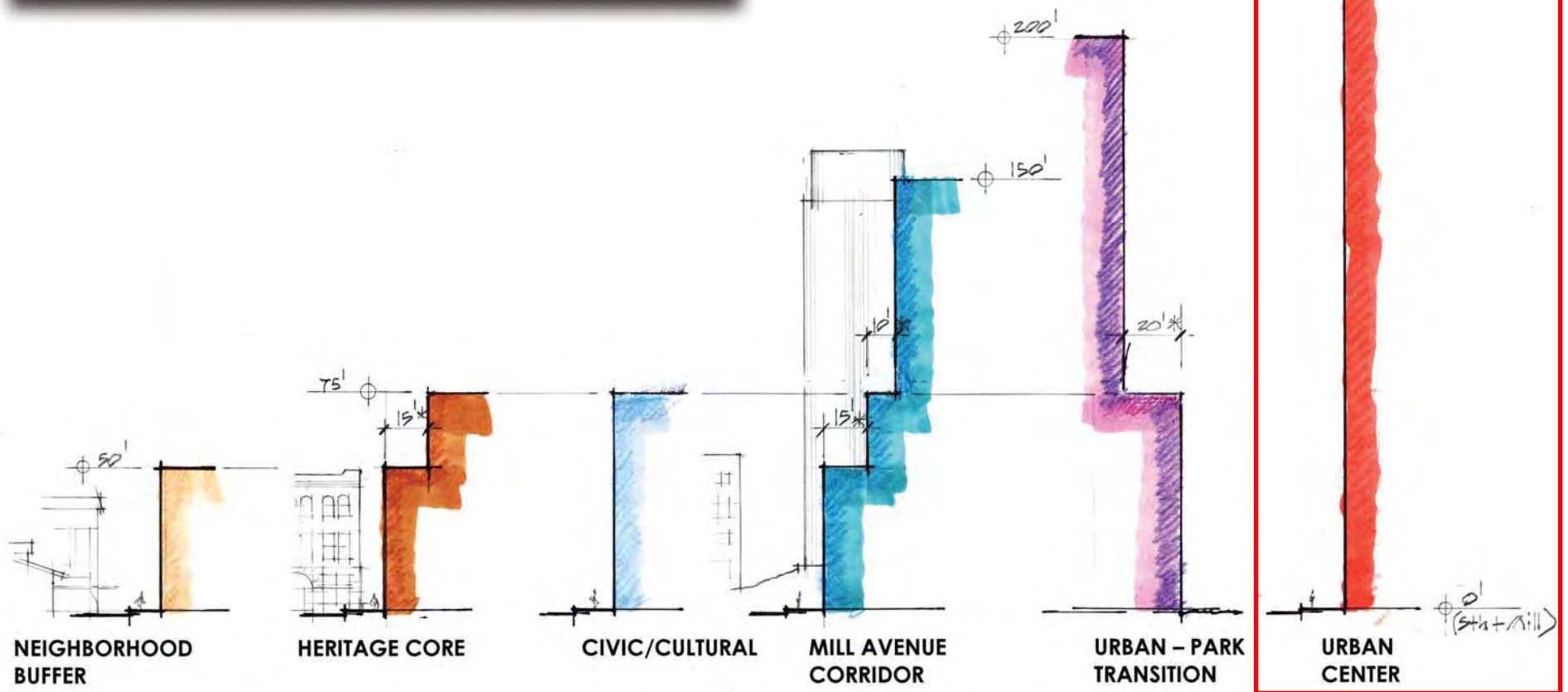
EXHIBIT - COMMUNITY DESIGN PRINCIPLES DOWNTOWN MILL AVENUE DISTRICT HEIGHT STUDY





CONCEPT STUDY
DOWNTOWN BUILDING HEIGHTS

Accepted 6 April 2006 (Central City Development Committee of the Whole)



* STEPBACKS are calculated as an average from street and/or park frontages, and pertain to primary building mass (additional articulation, utilizing balconies, canopies, etc., is not only encouraged, but expected).

May 5, 2015

VIA EMAIL (Larry_Tom@Tempe.gov) ONLY

Larry Tom
City of Tempe
Principal Planner
31 E. 5th Street
Tempe, Arizona 85281

RE: Public Information Plan / Neighborhood Meeting Summary Per §6-401(F).

Dear Mr. Tom,

Please accept this Neighborhood Meeting Summary from the required neighborhood meeting held on April 23, 2015 per the City of Tempe Zoning and Development Code §6-401(F).

Neighborhood Notification:

Approximately 200 property owners and 4 Community/Neighborhood Associations were notified. Section 6-401(F) of the Zoning Code requires all property owners within 600' and registered Community and Neighborhood Associations within ¼ mile be notified by First Class US Mail. We expanded the property owner notification to include all property owners north to 5th Street so as not to exclude owners on the same block whose adjacent neighbors were notified.

Responses from Neighborhood Notification:

Prior to the neighborhood meeting, I received 2 phone calls and 1 email after the notices were sent. One phone call was from a longtime owner of land along Mill Avenue. He expressed strong support for our project and indicated he would be attending the neighborhood meeting to learn more about the project. The other phone call was from the owner of a large portion of land in the near vicinity. He also expressed strong support.

I also received an email from a gentleman indicating he could not make the neighborhood meeting, but he wanted to know if we had information about the project to email him. I responded that we would be happy to meet with him to explain the project, but I did not receive a response back. I believe this person may reside in the Orchidhouse Condominiums to the northwest of the project, but his name did not show on the Assessor's ownership list.

Kate Borders, President/Executive Director of the Downtown Tempe Authority, also contacted me after the notices were sent. She indicated a representative of the DTA would be attending our neighborhood meeting. We have met several times with Mrs. Borders about the project and will continue to do so as the project progresses.

Neighborhood Meeting:

The meeting began 30 minutes early - at 5:30pm - when approximately 8 attendees arrived, and ended on-time at 7:30pm. Attendance included 21 area residents and/or property/business owners and 11 Opus/Sundt developer representatives, 8 of whom were actively engaging the attendees in discussion about the project. The meeting was conducted in an informal setting with 8 project boards situated in a ring in the center of the room. Attendees were encouraged to sign in and then the developer representatives began one-on-one discussions about the project using the boards for visual information, moving from one board to another.

Strong support was received from 12 of the 21 attendees, some support was received from 6 attendees, 2 attendees indicated some concern with the 20-story building height and traffic, and 1 attendee (a member of the city's Development Review Commission) indicated neutrality so as not to pre-judge their vote. Those concerned with the height and potential traffic issues are residents of the Orchidhouse Condominiums. The 6 other supportive attendees included a local business owner on Mill Avenue, several commercial land brokers, and a local land developer.

We provided comment cards for those who wished to formally express their comments or concerns. 4 attendees filled out the comment cards, all expressing support for the project. One attendee expressed a desire for the City to incorporate more bike lanes on the local streets, but otherwise indicated written support for our project.

We also provided a Support Petition for those expressing strong support. We received 5 signatures in support, although I suspect we would have garnered more if we all were able to ask more attendees on their way out. Overall, between both the comment cards and support petition, we received 7 signatures supporting the project.

I personally spoke to 18 of the 21 attendees. 8 members of our development team were previously briefed on the project and also personally discussed the project with and answered questions for the attendees. Many of the attendees were able to speak to several members of our development team over the course of the evening, resulting in a broad discussion covering construction, development, entitlements, and architecture. Our development team members included: Larry Pobuda (Opus,) Brett Hopper (Opus,) Dean Newins (Opus,) Marty Hedlund (Sundt,) Martha Abbott (SmithGroup,) Doug Nielsen (SmithGroup,) Darin Sender (Sender Associates,) and Jennifer Boblick (Sender Associates.)

We received several comments regarding the construction timing and notice to adjacent business owners. We heard many comments from business owners about construction of the ASU College Avenue Commons building located northeast of our site on 7th Street and College, and ironically, home to the ASU School of Construction. Apparently, business owners were not advised of imminent street closures and utility shut-offs during the construction of that building. Also, many business owners in that area commented the overall lack of communication from the construction team resulted in loss of business and lack of trust. We intend on maintaining frequent and open

lines of communication with all nearby business and property owners to ensure early notice of any potential disruptions. We are also reviewing where in our construction schedule we can be flexible to lessen impacts on nearby businesses - for example when we can schedule water or electric shutoffs in the late evening hours when the businesses are closed.

Other attendees asked about the construction timeline, when the existing parking would be removed from the site, and whether we were replacing any of the public parking. One attendee asked us to look into whether we could open the parking garage portion of the project early so the parking would be available before the building was open. We informed them that about 75% of the public parking was going to be replaced in our parking garage, and that we would look into whether we could open the new parking as soon as possible.

The 2 attendees who commented about the building height did have concerns about what they would see from their windows that faced toward our project. They were also concerned about this being a student housing project, and whether the traffic would be a problem. I understand Mr. Pobuda spoke to one of them at length about these issues indicating the view would include thin, lithe structures and not one large massive building. From their 3rd floor viewpoint, they would mostly be seeing the pedestrian level of the project and its significant landscaping and ground level amenities. Mr. Pobuda also indicated this was not a student housing project and explained the many ways a residential project can ensure that. Finally, Mr. Pobuda explained the traffic study has been completed and indicated no negative impacts on the nearby traffic patterns.

Overall, the attendees we spoke to appeared to like elements such as (among others):

- The pedestrian shade structure along University Drive;
- The residential “city homes” along 7th Street;
- Future retail opportunities;
- No vehicular access to the project on University Drive or 7th Street;
- The project’s materials and colors;
- Replacing some of the existing public parking; and
- Use of 3 slender towers instead of one larger massive lower tower;

Negative comments included:

- The building height;
- Traffic concerns;
- Student housing; and
- Construction impacts.

Overall, the meeting went well. The vast majority of the attendees indicated a very positive reaction and many indicated strong support and willingness to let the city know they supported the project.

Attendee Follow up:

Several of the attendees are property or business owners in the immediate vicinity whom we were not able to contact ahead of the formal neighborhood meeting. We plan to reach out to as many of the nearby property and business owners as possible in the next several weeks. We have already contacted 10 nearby property and business owners prior to the neighborhood meeting and will continue this outreach.

We also plan to follow up with those attendees who provided contact information as the project progresses providing updates and information.

Sincerely,



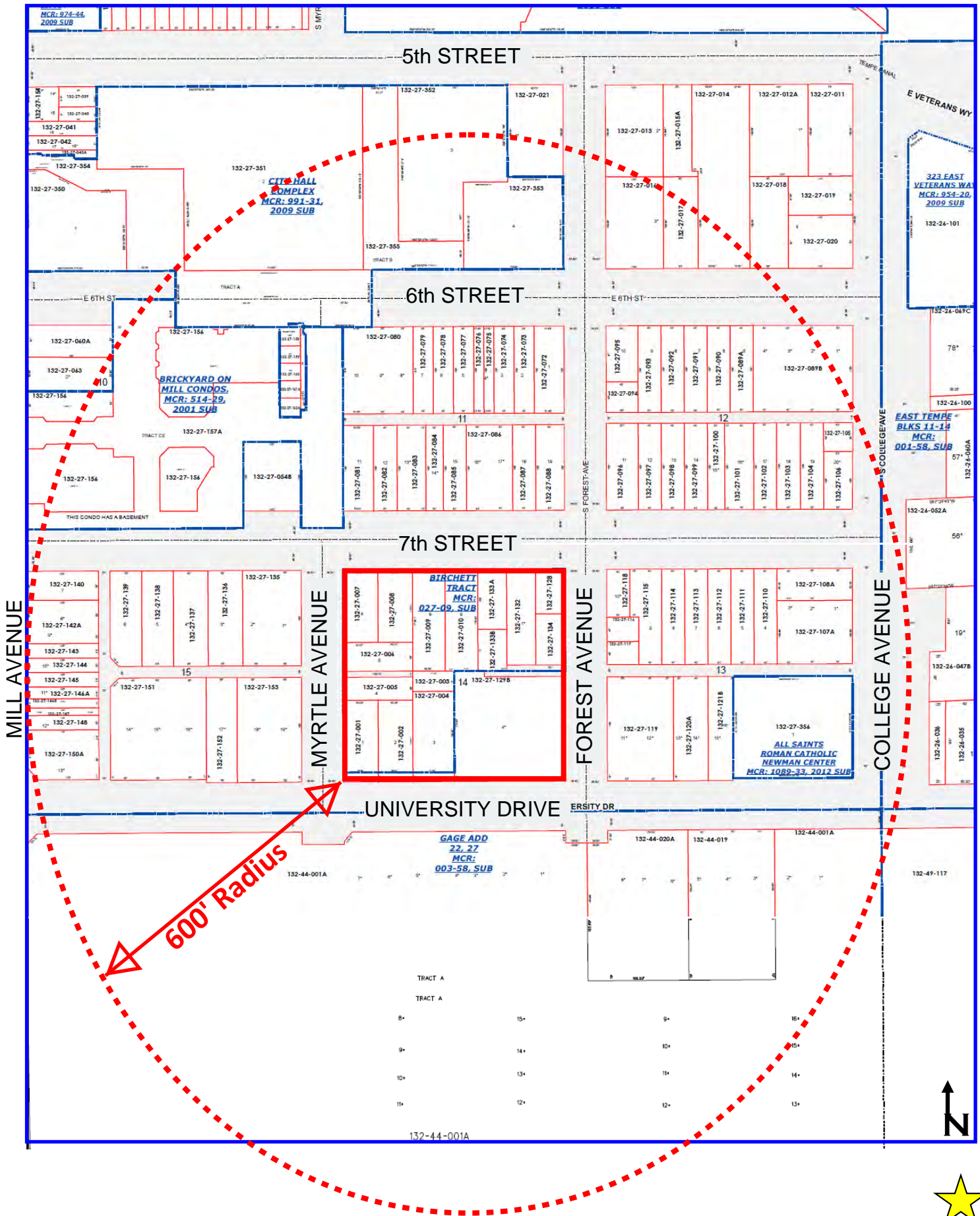
Darin A. Sender

cc:

Enclosures: Notification List;
Meeting Sign-In Sheet
Meeting Support Petition
Meeting Comment Cards

DAS:ds

EXHIBIT - NEIGHBORHOOD NOTIFICATION MAP & LIST
PROPERTY OWNER 600' RADIUS



600' PROPERTY OWNER MAILING LIST

PROPERTY OWNER NAME	MAILING ADDRESS	CITY	ST	ZIP	APN
ABAIR FAMILY LIVING TRUST	21 E 6TH ST UNIT 420	TEMPE	AZ	85281	132-27-258
ALL SAINTS ROMAN CATHOLIC NEWMAN CENTER TEM	400 E MONROE	PHOENIX	AZ	85004	132-27-356
A S U BOARD OF REGENTS	1535 W JEFFERSON	PHOENIX	AZ	85007	132-27-101
ARIZONA BOARD OF REGENTS	PO BOX 875112	TEMPE	AZ	85287	132-27-092
ARIZONA BOARD OF REGENTS	PO BOX 875112	TEMPE	AZ	85287	132-27-093
ARIZONA BOARD OF REGENTS	PO BOX 870401	TEMPE	AZ	8.5E+08	132-27-096
ARIZONA BOARD OF REGENTS	PO BOX 870401	TEMPE	AZ	8.5E+08	132-27-097
ARIZONA BOARD OF REGENTS	PO BOX 870401	TEMPE	AZ	8.5E+08	132-27-098
ARIZONA BOARD OF REGENTS	PO BOX 870401	TEMPE	AZ	8.5E+08	132-27-099
ARIZONA BOARD OF REGENTS	PO BOX 870401	TEMPE	AZ	8.5E+08	132-27-100
ARIZONA BOARD OF REGENTS	1125 N VINE AVE STE 103	TUCSON	AZ	85721	132-27-105
ARIZONA BOARD OF REGENTS	1125 N VINE AVE STE 103	TUCSON	AZ	85721	132-27-106
ARIZONA BOARD OF REGENTS	1125 N VINE AVE STE 103	TUCSON	AZ	85721	132-27-155
ARIZONA BOARD OF REGENTS	1125 N VINE AVE STE 103	TUCSON	AZ	85721	132-27-156
ARIZONA BOARD OF REGENTS	PO BOX 873908	TEMPE	AZ	85287	132-26-052A
ARIZONA BOARD OF REGENTS	PO BOX 875112	TEMPE	AZ	85287	132-27-089A
ARIZONA BOARD OF REGENTS	PO BOX 875112	TEMPE	AZ	85287	132-27-089B
ARIZONA BOARD OF REGENTS (ASU)	PO BOX 877405	TEMPE	AZ	85287	132-27-090
ARIZONA BOARD OF REGENTS (ASU)	PO BOX 877405	TEMPE	AZ	85287	132-27-091
ARIZONA BOARD OF REGENTS FOR A S U	PO BOX 870401	TEMPE	AZ	8.5E+08	132-27-103
ARIZONA BOARD OF REGENTS FOR A S U	PO BOX 870401	TEMPE	AZ	8.5E+08	132-27-104
ARIZONA BOARD OF REGENTS FOR A S U	PO BOX 870401	TEMPE	AZ	8.5E+08	132-44-001A
ARIZONA BOARD OF REGENTS FOR A S U	PO BOX 870401	TEMPE	AZ	8.5E+08	132-49-117
ARIZONA STATE BOARD OF REGENTS	PO BOX 870401	TEMPE	AZ	8.5E+08	132-27-094
ARIZONA STATE UNIV BOARD OF REGENTS	PO BOX 870401	TEMPE	AZ	8.5E+08	132-27-095
ARIZONA STATE UNIVERSITY	PO BOX 873908	TEMPE	AZ	8.5E+08	132-27-012A
ARIZONA STATE UNIVERSITY	PO BOX 873908	TEMPE	AZ	8.5E+08	132-27-013
ARIZONA STATE UNIVERSITY	PO BOX 873908	TEMPE	AZ	8.5E+08	132-27-014
ARIZONA STATE UNIVERSITY	PO BOX 873908	TEMPE	AZ	8.5E+08	132-27-015A
ARIZONA STATE UNIVERSITY	PO BOX 873908	TEMPE	AZ	8.5E+08	132-27-016
ARIZONA STATE UNIVERSITY	PO BOX 873908	TEMPE	AZ	8.5E+08	132-27-017
ARIZONA STATE UNIVERSITY	PO BOX 873908	TEMPE	AZ	8.5E+08	132-27-018
ARIZONA STATE UNIVERSITY FOUNDATION	PO BOX 2260	TEMPE	AZ	85280	132-27-102
BALLON PROPERTIES LLC	21 EAST 6TH ST NO 114	TEMPE	AZ	85281	132-27-160
BALLON PROPERTIES LLC	21 EAST 6TH ST NO 114	TEMPE	AZ	85281	132-27-161A
BALLON PROPERTIES LLC	21 EAST 6TH ST NO 114	TEMPE	AZ	85281	132-27-162A
BALLON PROPERTIES LLC	21 EAST 6TH ST NO 114	TEMPE	AZ	85281	132-27-166
BARBATUS LLC	21 E 6TH ST UNIT 702	TEMPE	AZ	85281	132-27-338
BARKDOLL IVAN HARRY IV	21 E 6TH ST 401	TEMPE	AZ	85281	132-27-215
BAXLA DONALD R JR/PETERSON THERESA L	21 E 6TH ST - 609	TEMPE	AZ	85281	132-27-312
BAXLA DONALD R/MARY KATHRYN	21 E 6TH ST UNIT 412	TEMPE	AZ	85281	132-27-238
BAXLA JOHN E/NOEL E	11780 E RANCHO LOS RIOS	TUCSON	AZ	85749	132-27-197
BEROTH BARRY/JOAN	5132 N FORT YUMA TRAIL	TUCSON	AZ	85750	132-27-185

600' PROPERTY OWNER MAILING LIST

PROPERTY OWNER NAME	MAILING ADDRESS	CITY	ST	ZIP	APN
BLUFISH DESIGN STUDIO LLC	110 E 7TH ST	TEMPE	AZ	85281	132-27-083
BRICKYARD ON MILL CONDOMINIUMS	602 W 1ST ST	TEMPE	AZ	85281	132-27-157A
BRICKYARD PROPERTIES LLC	2614 S IGLESIA CIR	MESA	AZ	85202	132-27-265
C WERTZBERGER TRUST	21 E 6TH ST 306	TEMPE	AZ	85281	132-27-179
CALVERT KELLY J	2934 222ND PL SE	SAMMAMISH	WA	98075	132-27-263
CHUCKBOX LLC	9491 E CALLE DE LAS BRISAS	SCOTTSDALE	AZ	8.5E+08	132-27-119
CLINE CAMERON E	21 E 6TH ST 318	TEMPE	AZ	85281	132-27-210
COLLEGE ENTERPRISES INC	704 COLLEGE AVE	TEMPE	AZ	85281	132-27-110
COLLEGE ENTERPRISES INC	704 COLLEGE AVE	TEMPE	AZ	85281	132-27-111
COLLEGE ENTERPRISES INC	704 COLLEGE AVE	TEMPE	AZ	85281	132-27-112
COLLEGE ENTERPRISES INC	704 COLLEGE AVE	TEMPE	AZ	85281	132-27-113
COLLEGE STREET LLC	4561 E NIGHTINGALE LN	GILBERT	AZ	85298	132-27-107A
DARNALL BRYAN R	6210 E CALLE REDONDO	SCOTTSDALE	AZ	85251	132-27-297
DE LOS SANTOS GERARDO E	760 E ELGIN ST	GILBERT	AZ	8.5E+08	132-27-267
DONG CHRISTINA WEICHEE	21 E 6TH ST 603	TEMPE	AZ	85281	132-27-301
ECLIPSE PARTNERS LLC	721 S MILL AVE	TEMPE	AZ	85282	132-27-143
ECLIPSE PARTNERS LLC	721 S MILL AVE	TEMPE	AZ	85282	132-27-144
ECLIPSE PARTNERS LLC	721 S MILL AVE	TEMPE	AZ	85282	132-27-145
ECLIPSE PARTNERS LLC	721 S MILL AVE	TEMPE	AZ	85282	132-27-146A
ECLIPSE PARTNERS LLC	721 S MILL AVE	TEMPE	AZ	85282	132-27-146B
ECLIPSE PARTNERS LLC	721 S MILL AVE	TEMPE	AZ	85282	132-27-147
ECLIPSE PARTNERS LLC	721 S MILL AVE	TEMPE	AZ	85282	132-27-148
EINCK TODD F	21 E 6TH ST NO 701	TEMPE	AZ	85281	132-27-335
ENDER DAVID B/BONNIE L TR	21 E 6TH ST UNIT 705	TEMPE	AZ	85281	132-27-346
EPSTEIN FAMILY TRUST	2192 WAVERLY ST	PALO ALTO	CA	94301	132-27-200
EXTRA VIRGIN LLC	10115 E BELL RD STE 107 NO 103	SCOTTSDALE	AZ	85260	132-27-206
FDS ENTERPRISES LLC	222 E UNIVERSITY DR	TEMPE	AZ	85281	132-27-121B
FIFTH COLLEGE LLC	502 S COLLEGE #304	TEMPE	AZ	85281	132-27-011
FIRST CONGREGATIONAL CHURCH OF TEMPE	101 E 6TH ST	TEMPE	AZ	85281	132-27-078
FIRST CONGREGATIONAL CHURCH OF TEMPE	101 E 6TH ST	TEMPE	AZ	85281	132-27-079
FIRST CONGREGATIONAL CHURCH OF TEMPE	101 E 6TH ST	TEMPE	AZ	85281	132-27-080
FIRST CONGREGATIONAL CHURCH OF TEMPE	101 E 6TH ST	TEMPE	AZ	85281	132-27-081
FIRST CONGREGATIONAL CHURCH OF TEMPE	101 E 6TH ST	TEMPE	AZ	85281	132-27-082
FIRST UNITED METHODIST CHURCH OF TEMPE	215 E UNIVERSITY DR	TEMPE	AZ	85281	132-44-019

600' PROPERTY OWNER MAILING LIST

PROPERTY OWNER NAME	MAILING ADDRESS	CITY	ST	ZIP	APN
FIRST UNITED METHODIST CHURCH OF TEMPE	215 E UNIVERSITY DR	TEMPE	AZ	85281	132-44-020A
FRIEND LOFT LLC	21 E 6TH ST # 405	TEMPE	AZ	85281	132-27-224
FRIEND MICHAEL A/NANCY J	21 E 6TH NO 703	TEMPE	AZ	85281	132-27-340
FROST MICHAEL D/RENEE K	201 N FRONTIER ST	WICKENBURG	AZ	85390	132-27-150A
GABRIEL PAUL F/WENDY A	21 E 6TH UNIT 305	TEMPE	AZ	85281	132-27-178
GARCIA JOHN J	21 E 6TH ST M403	TEMPE	AZ	85281	132-27-219
GRYSON DAVID	21 E 6TH ST M418	TEMPE	AZ	85281	132-27-254
GUESS REVOCABLE TRUST	21 E 6TH ST UNIT 604	TEMPE	AZ	85281	132-27-303
HANNEN MATTHEW	21 E 6TH ST M513	TEMPE	AZ	85281	132-27-285
HANSON ROBERT N	1117 NE MOSS POINT RD	LEES SUMMIT	MO	64064	132-27-317
HEIMSTRA HOWARD/VALERIE TR	21 E 6TH ST UNIT 16	TEMPE	AZ	85281	132-27-205
HELLING MARK J	21 E 6TH ST UNIT 301	TEMPE	AZ	85281	132-27-169
HELLING MARK J/MICHELLE A	21 E 6TH ST UNIT 417	TEMPE	AZ	85281	132-27-250
HERNANDEZ GARRETT A SMITH/MCCORMICK MELANI	21 E 6TH ST UNIT 311	TEMPE	AZ	85281	132-27-192
HOM HENRY J/KRISTA J TR	22408 N 39TH TERR	PHOENIX	AZ	85050	132-27-226
INGELS DONALD A	21 E 6TH ST UNIT 616	TEMPE	AZ	85281	132-27-330
JACOBS JORDAN	21 E 6TH ST NO 414	TEMPE	AZ	85281	132-27-244
JAKE ALEXIA LLC	21 E 6TH ST UNIT 501	TEMPE	AZ	85281	132-27-259
JOHNSON KARL P	21 E 6TH ST UNIT 617	TEMPE	AZ	85281	132-27-333
KK TEMPE LLC	2051 W WARNER RD UNIT 23	CHANDLER	AZ	85224	132-27-276
KURAL ZIYA/SHERRI L	2215 W MOUNTAIN VIEW RD	PHOENIX	AZ	85021	132-27-272
L & G CANNERY LLC	580 S COLLEGE AVE STE 201	TEMPE	AZ	85282	132-27-114
L & G CANNERY LLC	580 S COLLEGE AVE STE 201	TEMPE	AZ	85282	132-27-115
L & G CANNERY LLC	580 S COLLEGE AVE STE 201	TEMPE	AZ	85282	132-27-116
L & G CANNERY LLC	580 S COLLEGE AVE STE 201	TEMPE	AZ	85282	132-27-117
L & G CANNERY LLC	580 S COLLEGE AVE STE 201	TEMPE	AZ	85282	132-27-118
LAPP MARCIAL	1032 S CORAL KEY CT	GILBERT	AZ	85233	132-27-234
LEHR BRUCE K	21 E 6TH ST UNIT 612	TEMPE	AZ	85281	132-27-320
LODER RONALD K/YOLANDA R TR	48 EMERALD BAY	LAGUNA BEACH	CA	92651	132-27-225

600' PROPERTY OWNER MAILING LIST

PROPERTY OWNER NAME	MAILING ADDRESS	CITY	ST	ZIP	APN
LOFTS AT ORCHIDHOUSE CONDOMINIUM	602 W 1ST ST	TEMPE	AZ	85281	132-27-349
LOFTS AT ORCHIDHOUSE CONDOMINIUM	602 W 1ST ST	TEMPE	AZ	85281	132-27-349
LOUKOTA SARAH ELIZABETH	21 E 6TH ST NO 502	TEMPE	AZ	85281	132-27-261
MCCLURE WALLACE B/MARY E TR	21 E 6TH ST UNIT 605	TEMPE	AZ	85281	132-27-304
MEYERS KIMBERLY S	21 E 6TH ST UNIT 608	TEMPE	AZ	85281	132-27-310
MILL AVENUE PROPERTIES LLC/ET AL	433 E LAS COLINAS BLVD STE 300	IRVING	TX	75039	132-27-039
MILL AVENUE PROPERTIES LLC/ET AL	433 E LAS COLINAS BLVD STE 300	IRVING	TX	75039	132-27-040
MILL AVENUE PROPERTIES LLC/ET AL	433 E LAS COLINAS BLVD STE 300	IRVING	TX	75039	132-27-154
MILLER KAREN G	9350 S 150 E STE 1000	SANDY	UT	84070	132-27-323
MIRALDI MARK T/ELLEN H/JACOB	34522 N SCOTTSDALE RD UNIT 120-6	SCOTTSDALE	AZ	85266	132-27-188
MOORE GABRIEL	5260 E STARHAVEN LN	TUCSON	AZ	85739	132-27-294
MOWRY MICHAEL S	21 E 6TH ST NO 413	TEMPE	AZ	85281	132-27-241
N&K PROPERTIES LLC	25237 S SUN LAKES BLVD STE 8	SUN LAKES	AZ	85248	132-27-314
NAHOM HERZEL TR	6827 E VERMONT AVE	PARADISE VALLEY	AZ	85253	132-27-060A
NAHOM HERZEL TR	6827 E VERMONT AVE	PARADISE VALLEY	AZ	85253	132-27-063
NEAL FAMILY REVOCABLE TRUST	2649 E CEDAR PLACE	CHANDLER	AZ	85249	132-27-221
NEAL JAMES E JR	21 E 6TH ST NO 310	TEMPE	AZ	85281	132-27-190
NORTH AMERICAN ISLAMIC TRUST INC TR	P O BOX 1313	TEMPE	AZ	85281	132-27-072
NORTH AMERICAN ISLAMIC TRUST INC TR	P O BOX 1313	TEMPE	AZ	85281	132-27-073
NORTH AMERICAN ISLAMIC TRUST INC TR	P O BOX 1313	TEMPE	AZ	85281	132-27-074
NORTH AMERICAN ISLAMIC TRUST INC TR	P O BOX 1313	TEMPE	AZ	85281	132-27-075
NORTH AMERICAN ISLAMIC TRUST INC TR	P O BOX 1313	TEMPE	AZ	85281	132-27-076
NORTH AMERICAN ISLAMIC TRUST INC TR	P O BOX 1313	TEMPE	AZ	85281	132-27-077
NORTH AMERICAN ISLAMIC TRUST INC TR	616 S FOREST AVE	TEMPE	AZ	85281	132-27-087
NORTH AMERICAN ISLAMIC TRUST INC TR	616 S FOREST AVE	TEMPE	AZ	85281	132-27-088
OBEX I LLC	5936 E SOLCITO LN	PARADISE VALLEY	AZ	85253	132-27-175
OLIVER JOHN PAUL	1348 WASHINGTON AVE STE 222	MIAMI	FL	33139	132-27-236
PERESS ARI	49 E 15TH ST	TEMPE	AZ	85281	132-27-325
PHAM VINH Q/HUONG LE	4669 E SUNSET DR	PHOENIX	AZ	85028	132-27-120A
PIA ATKINSON DAVIS LIVING TRUST	70 N FRENCH PL	PRESCOTT	AZ	85303	132-27-279
PRICE SCOTT W	11375 E SAHUARO DR UNIT 1047	SCOTTSDALE	AZ	85259	132-27-232

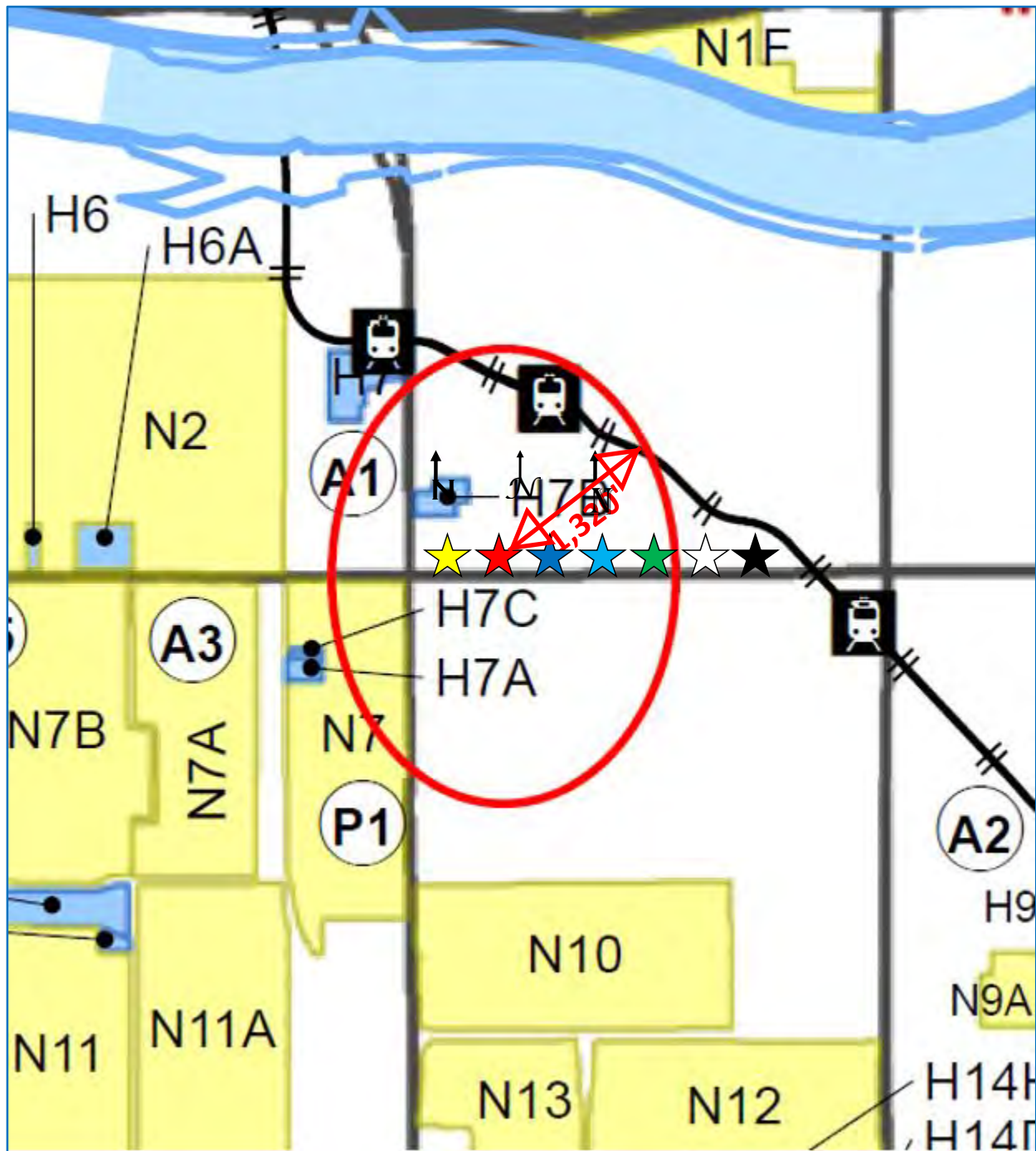
600' PROPERTY OWNER MAILING LIST

PROPERTY OWNER NAME	MAILING ADDRESS	CITY	ST	ZIP	APN
REDS MOVIOLA INC	8350 E MCDONALD DR	SCOTTSDALE	AZ	85250	132-27-041
RODA FAMILY HOLDINGS LLC	21 E 6TH ST SUITE 312	TEMPE	AZ	85281	132-27-194
ROSESHIELD INSURANCE COMPANY INC	4215 E MCDOWELL RD UNIT 115	MESA	AZ	85215	132-27-266
ROWE CHARLES J/ANN E	6 DAN LY WAY RD	CALIFON	NJ	7830	132-27-274
SABA BROTHERS RENTALS LLC	3270 N COLORADO ST	CHANDLER	AZ	85225	132-27-108A
SALVATION ARMY	PO BOX 13307	PHOENIX	AZ	85002	132-27-153
SAM & TAM LLC	13336 W VIA CABALLO BLANCO	PEORIA	AZ	85383	132-27-203
SKIHARD LLC	1640 S STAPLEY DR 126	MESA	AZ	85204	132-27-158
SKIHARD LLC	133 N SKI CT	GILBERT	AZ	85233	132-27-159
SKIHARD LLC	1640 S STAPLEY DR 126	MESA	AZ	85204	132-27-164
SKIHARD LLC	133 N SKI CT	GILBERT	AZ	85233	132-27-165
SKIHARD LLC	21 E 6TH ST 320	TEMPE	AZ	85281	132-27-214
SMITH SHENANDOAH G	6383 E 12TH AVE	APACHE JUNCTION	AZ	85119	132-27-296
SOMMER INVESTMENTS LLC	3337 E KACHINA DR	PHOENIX	AZ	85044	132-27-270
SPIKE OCOTILLO LLC/LAWRENCE CHARLES M/TINA	580 S COLLEGE AVE STE 201	TEMPE	AZ	85281	132-27-019
SPIKE OCOTILLO LLC/LAWRENCE CHARLES M/TINA	580 S COLLEGE AVE STE 201	TEMPE	AZ	85281	132-27-020
SPRAGUE WILLIAM F/ROBIN D	1183 E KNIGHT LN	TEMPE	AZ	85E+08	132-27-292
STARONE HOLDINGS LIMITED PARTNERSHIP	1001 E CAROLINE LN	TEMPE	AZ	85284	132-27-347
STARONE HOLDINGS LLLP	21 E 6TH ST UNIT 706	TEMPE	AZ	85281	132-27-343
STELLBRINK JOSEPH W	229 NW 6TH ST	CORVALLIS	OR	97330	132-27-326
STONYBECK LTD PARTNERSHIP	304 E 15TH ST	TEMPE	AZ	85281	132-27-084
STONYBECK LTD PARTNERSHIP	304 E 15TH ST	TEMPE	AZ	85281	132-27-085
STONYBECK LTD PARTNERSHIP	304 E 15TH ST	TEMPE	AZ	85281	132-27-086
STRATTON LIVING TRUST	2900 HILLCREST DRIVE	NAPA	CA	94558	132-27-308
STRIMLING ROBERT B/DEBRA K TR	9516 TOURNAMENT CYN	LAS VEGAS	NV	89144	132-27-152
TEE KAY RESIDENTIAL LLC	10166 E ASTER DR	SCOTTSDALE	AZ	85260	132-27-182
TEMPE 7TH STREET LLC	411 W PUTNAM AVE	GREENWICH	CT	6830	132-27-136
TEMPE 7TH STREET LLC	411 W PUTNAM AVE	GREENWICH	CT	6830	132-27-137
TEMPE 7TH STREET LLC	411 W PUTNAM AVE	GREENWICH	CT	6830	132-27-138
TEMPE 7TH STREET LLC	411 W PUTNAM AVE	GREENWICH	CT	6830	132-27-139
TEMPE CITY OF	31 E 5TH ST	TEMPE	AZ	85281	132-27-021
TEMPE CITY OF	P O BOX 5002	TEMPE	AZ	85281	132-27-042
TEMPE CITY OF	PO BOX 5002	TEMPE	AZ	85281	132-27-163

600' PROPERTY OWNER MAILING LIST

PROPERTY OWNER NAME	MAILING ADDRESS	CITY	ST	ZIP	APN
TEMPE CITY OF	PO BOX 5002	TEMPE	AZ	85281	132-27-351
TEMPE CITY OF	PO BOX 5002	TEMPE	AZ	85281	132-27-352
TEMPE CITY OF	PO BOX 5002	TEMPE	AZ	85281	132-27-353
TEMPE CITY OF	PO BOX 5002	TEMPE	AZ	85281	132-27-354
TEMPE CITY OF	PO BOX 5002	TEMPE	AZ	85281	132-27-355
TEMPE CITY OF	PO BOX 5002	TEMPE	AZ	85280	132-27-054B
TEMPE CITY OF	PO BOX 5002	TEMPE	AZ	85281	132-27-350
TEMPE CITY OF	P O BOX 5002	TEMPE	AZ	85281	132-27-043A
TEMPE MILL LLC	1669 HORIZON RIDGE PKWY STE 120	HENDERSON	NV	89012	132-27-140
TEMPE MILL LLC	1669 HORIZON RIDGE PKWY STE 120	HENDERSON	NV	89012	132-27-142A
TEMPE/MILL L L C	1669 HORIZON RIDGE PKWY STE 120	HENDERSON	NV	89012	132-27-135
TEMPE TOWN CENTER LLC	15475 N 84TH ST	SCOTTSDALE	AZ	85260	132-27-151
THOMAS W AND VERONICA L ROGERS EXEMPT TRUST	3334 E MILBER ST	TUCSON	AZ	85714	132-27-247
TOKOPH THOMAS	21 E 6TH ST NO 514	TEMPE	AZ	85281	132-27-212
TOKOPH THOMAS J	21 E 6TH ST UNIT 514	TEMPE	AZ	85281	132-27-173
TOKOPH THOMAS J	21 E 6TH ST UNIT 514	TEMPE	AZ	85281	132-27-287
TOKOPH TOM	21 E 6TH ST 514	TEMPE	AZ	85281	132-27-288
TOM WYNSUM	21 E 6TH ST 302	TEMPE	AZ	85281	132-27-171
TROTTER RICHARD L TR	21 E 6TH ST NO 602	TEMPE	AZ	85281	132-27-299
URBAN ORCHID LLC	21 E 6TH ST 416	TEMPE	AZ	85281	132-27-249
VANGELLOW DIANA L/FISHER JEFFREY	514 W ROSE LN	PHOENIX	AZ	85013	132-27-282
WARTHEN MICHAEL G	21 E 6TH ST UNIT 419	TEMPE	AZ	85281	132-27-256
WASKO MICHAEL A/MICHELLE N	21 E 6TH UNIT 402	TEMPE	AZ	85281	132-27-217
WILSON DAVID M	21 E 6TH ST NO 606	TEMPE	AZ	85281	132-27-305
YOUNG BRYAN	1708 N ORCHARD ST STE B	CHICAGO	IL	60614	132-27-229

EXHIBIT - NEIGHBORHOOD NOTIFICATION MAP & LIST
NA & HOA 1,350' RADIUS



Within 1,320':

H7B: The Lofts at Orchidhouse HOA

N7: Maple Ash Neighborhood Association

A1: DTC

P1: Maple-Ash Property/Land Entity



1320' NEIGHBORHOOD ASSOCIATION AND HOMEOWNER'S ASSOCIATION MAILING LIST

ASSOCIATION NAME	Contact	MAILING ADDRESS	CITY	ST	ZIP
The Lofts at Orchidhouse HOA	Michael Wasko	21 East 6th Street, Unit 402	Tempe	AZ	85281
The Lofts at Orchidhouse HOA	Scott Damall	P.O. Box 25466	Tempe	AZ	85285
Maple Ash Neighborhood Association	Adam Rifkin	1200 South Ash Avenue	Tempe	AZ	85281
Maple Ash Neighborhood Association	Ginny Sandstedt	1117 South Ash Avenue	Tempe	AZ	85281
Downtown Tempe Community, Inc.	Kate Borders	310 South Mill Avenue, Ste. A-201	Tempe	AZ	85281
Maple-Ash Property/Land Entity	Steven Tseffos	6131 East Calle Rosa	Scottsdale	AZ	85251
Maple-Ash Property/Land Entity	Bill Bunger	1936 East Calle de Arcos	Tempe	AZ	85284

7TH STREET MIXED-USE (75) DEVELOPMENT
PLANNED AREA DEVELOPMENT AMENDMENT REQUEST (CASE NUMBER DS141221)
PROPERTY LOCATED AT 110 EAST UNIVERSITY DRIVE
(NORTHWEST CORNER OF UNIVERSITY & FOREST)

NEIGHBORHOOD MEETING APRIL 23, 2015

NAME (PLEASE PRINT)	ADDRESS	E-MAIL	PHONE NUMBER
DARIN SAILOER	404 S. Farmer Ave, #102	DARIN@SAILOERLAW.COM	480-966-6735
Cassie Wertzberger	21 E Sixth St #306		
Wendy Gabriel	21 E. 6 th St #305 Tempe		
Dacia Contabile	230 E University Dr.	dcontabile@asu.catholic.org	(480) 967-7823
Randy Stolworthy	21 E 6 th St 706 Tempe	randy@rtr-co.com	480-305-1956
Brooks Griffith	2375 E Camelback Rd, Ste 500 Phoenix AZ	Brooks.Griffith@DT2.com	
Rita & Terry Abair	21 E. 6 th St, Unit 420, Tempe	tabair@gmail.com	602-909-1292
Daniel Moran	1711 W. University Dr. Tempe AZ	daniel@adscosmodr.com	
PAUL KENT	23 E 15 th ST 85281		480.213.7231
Don Ingels	21 E 6th St #616, Tempe, AZ 85281	don.ingels@cisaz.com	

7TH STREET MIXED-USE (7S) DEVELOPMENT
PLANNED AREA DEVELOPMENT AMENDMENT REQUEST (CASE NUMBER DS141221)
PROPERTY LOCATED AT 110 EAST UNIVERSITY DRIVE
(NORTHWEST CORNER OF UNIVERSITY & FOREST)



NEIGHBORHOOD MEETING APRIL 23, 2015

NAME (PLEASE PRINT)	ADDRESS	E-MAIL	PHONE NUMBER
LORI FOSTER	310 S Mill Ave #201A	lori@downtownkape.com	520 990 9591
NAHOM	6 TH + mill corne	H NAHOM@cox.net	480-946-9848
Julie C Kert	23 E 15th st	julie@hereonthecorner.com	480 206 5598
Jen Boblick	464 S Farmer Ave.	jen@senderlaw.com	602-448-1828
Stephen Gubrud	464 S Farmer Ave	Stephen.gubrud@gmail.com	(602) 318-4057

7TH STREET MIXED-USE (75) DEVELOPMENT
PLANNED AREA DEVELOPMENT AMENDMENT REQUEST (CASE NUMBER DS141221)
PROPERTY LOCATED AT 110 EAST UNIVERSITY DRIVE
(NORTHWEST CORNER OF UNIVERSITY & FOREST)

NEIGHBORHOOD MEETING APRIL 23, 2015

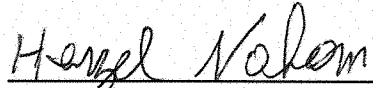
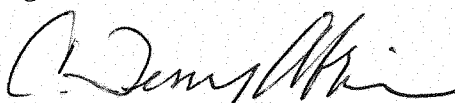
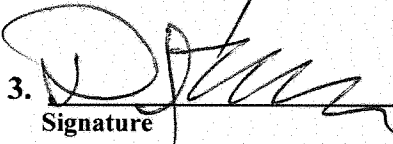
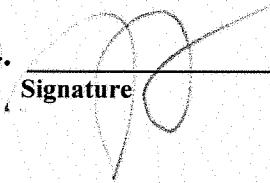
NAME (PLEASE PRINT)	ADDRESS	E-MAIL	PHONE NUMBER
Martin Hedlund	2620 S. 55 TH St. Tempe	mrhedlund@sundt.com	480 293-3000
Doug Nielsen	2648 E. CAMELBACK AVE PHOENIX	doug.nielsen@smithgroupjr.com	602-824-5328
MARTHA ABBOTT	1236 WATSON ST TEMPE	MARTHA.ABBOTT@SMITHGROUPJR.COM	602-624-5232
Edward Saba	Student Book Center 12	emcsaba@ad.com	963-6557
Brent Moser	2375 E. Camelback #300 Phoenix 85016	brent.moser@atc.com	602-224-4486
Matt Hannen	21 E. 6 TH ST. #513 Tempe AZ 85281	MATT.HANNEN@gmail.com	—
Lawrence Pobuda	2425 E. Camelback Road, Phoenix AZ	Larry.pobuda@opus-group.com	602 648 5070
Brett Hopper	2425 E. Camelback Road, Phoenix, AZ	Brett.Hopper@opus-group.com	480-335-3734

NEIGHBORHOOD MEETING APRIL 23, 2015

[illegible]

SUPPORT PETITION

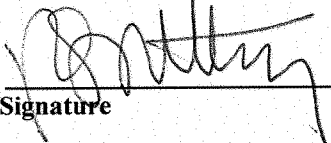
I HAVE BEEN INFORMED OF THE PROPOSAL BY OPUS AND SUNDT TO AMEND THE EXISTING PAD AT THE NORTHWEST CORNER OF UNIVERSITY AND FOREST FOR DEVELOPMENT OF "7TH STREET MIXED-USE (75)," AND **I AM IN SUPPORT** OF THIS PROPOSAL.

- | | | | | |
|----|---|-----------------|-------------------------------------|---------|
| 1. |  | HERZEL NAHOM | 6827 E Vermont ave P.V. | 85253 |
| | Signature | Print Name | Address | Date |
| 2. |  | C. TEERT AB AIR | 21 E. 6 th St., Unit 420 | 85281 |
| | Signature | Print Name | Address | Date |
| 3. |  | Donald Moor | 1711 W. University Dr. Tumb | 85281 |
| | Signature | Print Name | Address | Date |
| 4. |  | TOM TOKOPH | 21 E 674 ST #319 | 4.23.15 |
| | Signature | Print Name | Address | Date |
| 5. | | | | |
| | Signature | Print Name | Address | Date |
| 7. | | | | |
| | Signature | Print Name | Address | Date |
| 8. | | | | |
| | Signature | Print Name | Address | Date |
| 9. | | | | |
| | Signature | Print Name | Address | Date |

SUPPORT PETITION

SUPPORT PETITION

I HAVE BEEN INFORMED OF THE PROPOSAL BY OPUS AND SUNDT TO AMEND THE EXISTING PAD AT THE NORTHWEST CORNER OF UNIVERSITY AND FOREST FOR DEVELOPMENT OF "7TH STREET MIXED-USE (75)," AND **I AM IN SUPPORT** OF THIS PROPOSAL.

1.		Randy Stolworthy	21 E 6 th St #706	4-23-15
	Signature	Print Name	Address	Date
2.				
	Signature	Print Name	Address	Date
3.				
	Signature	Print Name	Address	Date
4.				
	Signature	Print Name	Address	Date
5.				
	Signature	Print Name	Address	Date
7.				
	Signature	Print Name	Address	Date
8.				
	Signature	Print Name	Address	Date
9.				
	Signature	Print Name	Address	Date

SUPPORT PETITION

7TH STREET MIXED-USE (75) PAD AMENDMENT

ATTACHMENT 60

7TH STREET MIXED-USE (7S) DEVELOPMENT
PLANNED AREA DEVELOPMENT AMENDMENT REQUEST (CASE NUMBER DS141221)
PROPERTY LOCATED AT 110 EAST UNIVERSITY DRIVE
(NORTHWEST CORNER OF UNIVERSITY & FOREST)



NEIGHBORHOOD MEETING APRIL 23, 2015

NAME (PLEASE PRINT):

Julie C Kent

julie@hereonthecorner.com

MY COMMENTS, QUESTIONS, OR CONCERNS:

I'm a small business owner on College Ave. I'm all for progress! Please keep us updated on construction. The Abu project on College almost killed my business because they gave us 1 business day notice that the street would be closed from mid-Feb → Aug. We appreciate the opportunity to be a voice. Thanks for listening.

7TH STREET MIXED-USE (7S) DEVELOPMENT
PLANNED AREA DEVELOPMENT AMENDMENT REQUEST (CASE NUMBER DS141221)
PROPERTY LOCATED AT 110 EAST UNIVERSITY DRIVE
(NORTHWEST CORNER OF UNIVERSITY & FOREST)



NEIGHBORHOOD MEETING APRIL 23, 2015

NAME (PLEASE PRINT): C. TERRY ABAIL

MY COMMENTS, QUESTIONS, OR CONCERNS:

I Love the project. This would
be a great addition to our
neighborhood. Stay focused on
the street appeal & neighbor
friendliness.

7TH STREET MIXED-USE (7S) DEVELOPMENT
PLANNED AREA DEVELOPMENT AMENDMENT REQUEST (CASE NUMBER DS141221)
PROPERTY LOCATED AT 110 EAST UNIVERSITY DRIVE
(NORTHWEST CORNER OF UNIVERSITY & FOREST)



NEIGHBORHOOD MEETING APRIL 23, 2015

NAME (PLEASE PRINT):

Daniel Moon

MY COMMENTS, QUESTIONS, OR CONCERNS:

Very Good
Keep it going!

7TH STREET MIXED-USE (7S) DEVELOPMENT
PLANNED AREA DEVELOPMENT AMENDMENT REQUEST (CASE NUMBER DS141221)
PROPERTY LOCATED AT 110 EAST UNIVERSITY DRIVE
(NORTHWEST CORNER OF UNIVERSITY & FOREST)



NEIGHBORHOOD MEETING APRIL 23, 2015

NAME (PLEASE PRINT):

Matthew Hannen

MY COMMENTS, QUESTIONS, OR CONCERNS:

I believe the project is great,
EXCEPT that the diagonal parking
on the street should be converted to
protected bike lanes, on 7th Street,
to make the project much more pedestrian
and bike friendly.

PLANNED AREA DEVELOPMENT OVERLAY FOR 7TH STREET MIXED USE

A PORTION OF THE NORTHWEST QUARTER, SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST, GILA AND SALT RIVER BASE AND
MERIDIAN, MARICOPA COUNTY ARIZONA

ACKNOWLEDGEMENT

ON THIS 13TH DAY OF MAY, 2015 BEFORE ME, THE UNDERSIGNED, PERSONALLY APPEARED LARRY POBUDA, OWNER, WHO ACKNOWLEDGED HIMSELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED.

IN WITNESS WHEREOF; I HEREUNTO SET MY HAND AND OFFICIAL SEAL

BY: _____
OWNER DATE

ITS:

LEGAL DESCRIPTION

SEE SHEET CS-2

OWNER/ DEVELOPER

Opus Development Company, L.L.C.
2425 E. Camelback Rd, Suite 220
Phoenix, AZ 85016
Contact:
Larry Pobuda
602-648-5070
Larry.Pobuda@opus-group.com

PROJECT DATA

ZONING DISTRICT(S) AND OVERLAY(S)
CC PAD TOD

DWELLING QUANTITY
453 UNITS

DENSITY
140.50 DU/A (453/3.224 ACRES)

BUILDING HEIGHT
RES. TOWER 1 (S): 224' (PARAPET) 240'(MECH) MAX. (20-STORIES)
RES. TOWER 2 (N): 144' (PARAPET) 164' (MECH) MAX. (12-STORIES)
HOTEL: MIN. 140' (PARAPET) 160' (MECH) MAX 180' (PARAPET) 200' (MECH)

BUILDING LOT COVERAGE (MAX)
100%

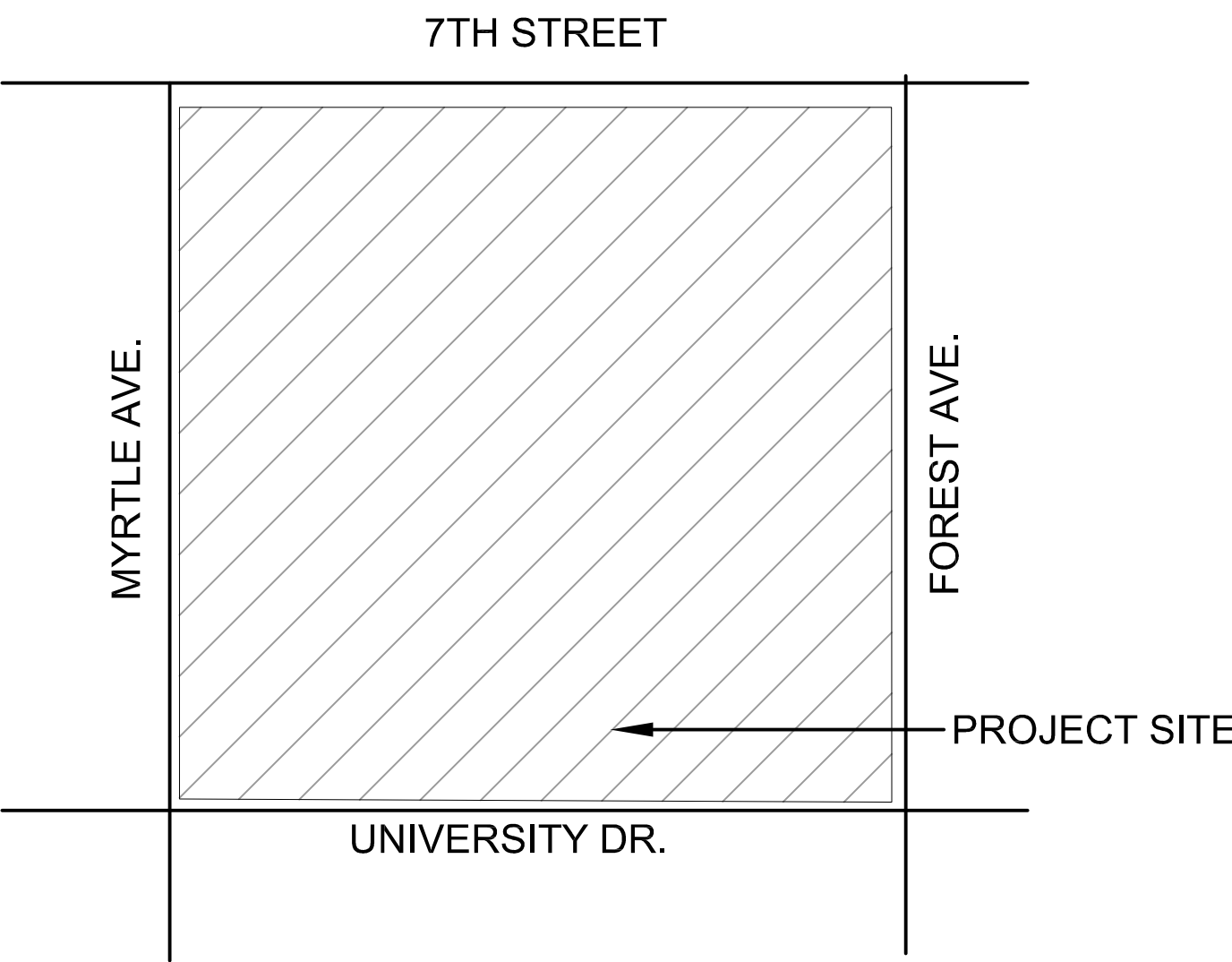
SITE LANDSCAPE COVERAGE (MIN.)
33% (46,288SF / 140,437SF)

BUILDING SETBACKS
FRONT: 0' (UNIVERSITY)
REAR: 0' (7TH STREET)
SIDE: 0' (MYRTLE & FOREST)

VEHICLE PARKING QUANTITY
1056 (PARKING STUDY)

BICYCLE PARKING QUANTITY
MIN: 486 (BICYCLE COMMUTE AREA)

SITE VICINITY MAP



CONDITIONS OF APPROVAL: PAD

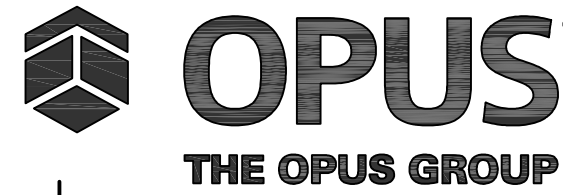
APPROVAL

APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF
TEMPE ON THIS _____ DAY OF _____,
20 ____.

DS141221

PAD000000

REC000000



Opus AE Group, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

Opus Design Build, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

CONSULTANT

SMITHGROUP JJR

455 NORTH THIRD STREET
SUITE 250
PHOENIX, AZ 85004
602.265.2200
www.smithgroupjjr.com

PROJECT

**7TH STREET
MIXED-USE**

LOCATION

Tempe, Arizona

PROJECT NUMBER

30724000

ISSUE RECORD

03/09/15 PAD SUBMITTAL
(REV 05/13/15)

DATE

03/09/15

PROJECT MANAGER

L.Dumas

DRAWN BY

J.FOURNIEA

CHECKED BY

S.COCHRANE

REGISTRATION

SHEET TITLE

**COVER
SHEET**

SHEET NUMBER

CS-1

LEGAL DESCRIPTION

PARCEL 1 - LOT 3, BIRCHETT TRACT, ACCORDING TO BOOK 27 OF MAPS, PAGE 9, RECORDS OF MARICOPA COUNTY, ARIZONA, AND THE NORTH 16 FEET OF THE 8TH STREET ABANDONED LYING SOUTH OF AND ADJACENT TO THE SOUTH LINE OF SAID LOT 3, AND BETWEEN THE SOUTHERLY PROLONGATION OF THE EAST AND WEST LINES THEREOF, EXCEPT THE NORTH 35.00 FEET OF SAID LOT 3.

PARCEL 2 - LOTS 1, 2, AND 4, BIRCHETT TRACT, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE MARICOPA COUNTY RECORDER IN BOOK 27 OF MAPS, PAGE 9

PARCEL 3 - LOTS 5 AND 6, OR BIRCHETT TRACT, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 27 OF MAPS, PAGE 9.

PARCEL 4 - LOT 8 AND THE NORTH 35.00 FEET OF LOTS 3, BIRCHETT TRACT, ACCORDING TO BOOK 27, PAGE 9, RECORDS OF MARICOPA COUNTY, ARIZONA.

PARCEL 5 - THAT PART OF BLOCK 14, TEMPE, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA IN BOOK 2 OF MAPS, PAGE 26 DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE EAST LINE OF BLOCK 14, TEMPE, DISTANT THEREON SOUTH 75.00 FEET FROM THE NORTHEAST CORNER OF SAID BLOCK, THENCE WEST AND PARALLEL WITH THE NORTH LINE OF SAID BLOCK, 50.00 FEET, THENCE SOUTH AND PARALLEL TO THE EAST LINE OF SAID BLOCK, 100 FEET, THENCE EAST AND PARALLEL, TO THE NORTH LINE OF SAID BLOCK, 50 FEET TO THE EAST LINE OF SAID BLOCK, THENCE NORTH 100 FEET TO THE POINT OF BEGINNING.

PARCEL 6 - THAT PART OF BLOCK 14, TEMPE, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 2 OF MAPS, PAGE 26 DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID BLOCK 14, THENCE WEST 50 FEET ALONG THE NORTH LINE OF SAID BLOCK, THENCE SOUTH 75 FEET ALONG LINE OF PARALLEL TO THE EAST LINE OF SAID BLOCK, THENCE EAST 50 FEET TO THE EAST LINE OF SAID BLOCK, THENCE NORTH 75 FEET TO THE POINT OF BEGINNING.

PARCEL 7 - LOT 9, BIRCHETT TRACT, ACCORDING TO BOOK 27 OF MAPS, PAGE 9, RECORDS OF MARICOPA

PARCEL 8 - THAT PORTION OF BLOCK 14, TEMPE, ACCORDING TO BOOK 2 OF MAPS, PAGE 26, RECORDS OF MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE NORTH BOUNDARY LINE 150 FEET WEST OF THE NORTHEAST CORNER OF SAID BLOCK 14, THENCE SOUTH 175 FEET, THENCE EAST 50 FEET, THENCE NORTH 175 FEET TO THE NORTH BOUNDARY LINE OF SAID BLOCK 14, THENCE WEST 50 FEET ALONG SAID NORTH BOUNDARY LINE TO THE POINT OF BEGINNING, EXCEPT THE SOUTH 72 FEET.

PARCEL 9 - THE SOUTH 72 FEET OF THAT PORTION OF BLOCK 14, TEMPE, ACCORDING TO BOOK OF MAPS, PAGE 26, RECORDS OF MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE NORTH BOUNDARY LINE 150 FEET WEST OF THE NORTHEAST CORNER OF SAID BLOCK 14, THENCE SOUTH 175 FEET, THENCE EAST 50 FEET, THENCE NORTH 175 FEET TO THE NORTH BOUNDARY LINE OF SAID BLOCK 14, THENCE WEST 50 FEET ALONG SAID NORTH BOUNDARY LINE TO THE POINT OF BEGINNING.

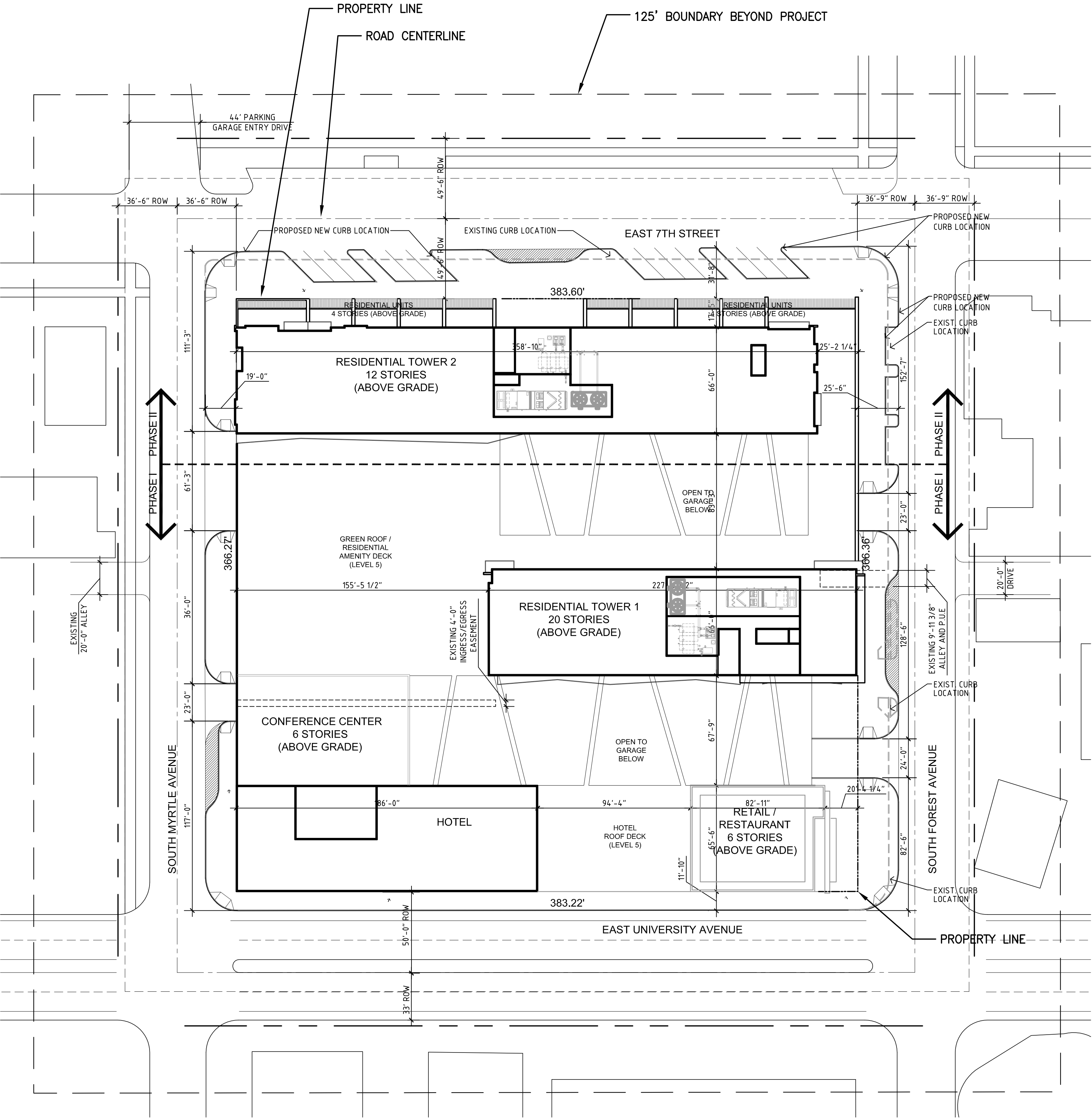
PARCEL 10 - THAT PORTION OF BLOCK 14, TEMPE, ACCORDING TO BOOK 2 OF MAPS, PAGE 26, RECORDS OF MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE NORTH BOUNDARY LINE 50 FEET WEST OF THE NORTHEAST CORNER OF SAID BLOCK, 14, THENCE WEST 50 FEET, THENCE SOUTH 175 FEET, THENCE NORTH 175 FEET TO THE POINT OF BEGINNING.

PARCEL 11 - ALL THAT PORTION OF BLOCK 14, WEST TEMPE, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA IN BOOK 2 OF MAPS, PAGE 79 AND BOOK 2 OF MAPS, PAGE 26, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SAID BLOCK 14, THENCE WEST ALONG THE SOUTHLINE OF SAID BLOCK, A DISTANCE OF 91.5 FEET, THENCE NORTH PARALLEL TO THE EAST LINE OF SAID BLOCK, A DISTANCE OF 175 FEET, THENCE SOUTH TO THE SOUTH LINE OF SAID BLOCK TO THE EAST LINE OF SAID BLOCK, THENCE SOUTH ALONG THE EAST LINE OF SAID BLOCK, A DISTANCE OF 175 FEET TO THE POINT OF BEGINNING.

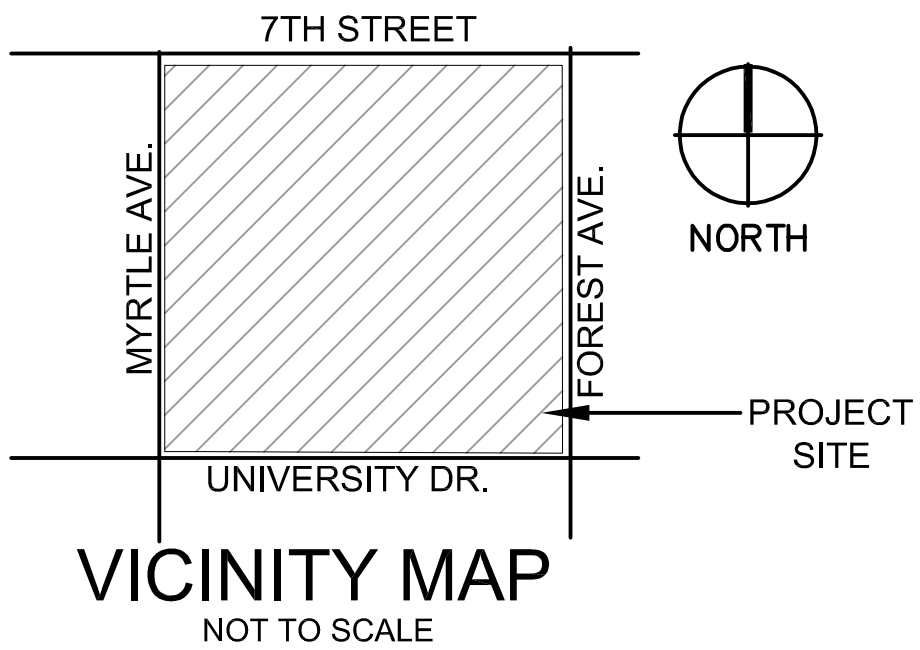
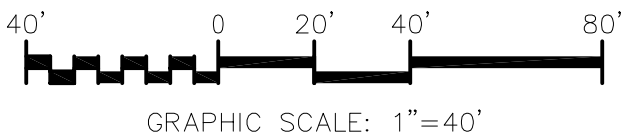
PARCEL 12 - BEGINNING AT THE SOUTHEAST CORNER OF LOT 4, BLOCK 14, WEST TEMPE, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 2 OF MAPS, PAGE 79 AND IN BOOK 2 OF MAPS, PAGE 26, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTH BOUNDARY LINE OF SAID BLOCK 14, A DISTANCE OF 16 FEET TO THE NORTH LINE OF EIGHTH STREET AS IT NOW EXISTS, THENCE WESTERLY AND ALONG THE NORTH LINE OF SAID EIGHTH STREET, A DISTANCE OF 91.5 FEET, THENCE NORTH 16 FEET, THENCE EAST ALONG THE SOUTH LINE OF LOT 4, BLOCK 14, A DISTANCE OF 91.5 FEET TO THE POINT OF BEGINNING.

PARCEL 13 - THAT PART OF BLOCK 14, WEST TEMPE, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 2 OF MAPS, PAGE 79 AND IN BOOK 2 OF MAPS, PAGE 26, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTH BOUNDARY LINE OF SAID BLOCK 14, A DISTANCE OF 191.5 FEET WEST OF THE SOUTHEAST CORNER OF SAID BLOCK, RUNNING AT A POINT ON THE SOUTH BOUNDARY LINE OF SAID BLOCK 14, A DISTANCE OF 191.5 FEET WEST OF THE SOUTHEAST CORNER OF SAID BLOCK, RUNNING THENCE NORTHERLY ON A STRAIGHT LINE PARALLEL TO THE EAST BOUNDARY OF SAID BLOCK, 175 FEET, MORE OR LESS, TO CENTER CORNER OF SAID BLOCK, THENCE EASTERLY ON THE CENTER LINE OF SAID BLOCK, 50 FEET, THENCE SOUTHERLY 175 FEET TO A POINT ON THE SOUTH BOUNDARY OF SAID BLOCK AND 141.5 FEET WEST OF THE SOUTHEAST CORNER THEREOF, THENCE WESTERLY ON SAID SOUTH BOUNDARY OF SAID BLOCK, 50 FEET TO THE POINT OF BEGINNING, TOGETHER WITH THAT PORTION OF ABANDONED 8TH STREET (NOW UNIVERSITY DRIVE), AS SHOWN ON RECORDED PLAT OF WEST TEMPE, ACCORDING TO BOOK 2 OF MAPS, PAGE 79, AND BOOK 2 OF MAPS, PAGE 26, RECORDS OF MARICOPA COUNTY, ARIZONA, LYING WITHIN NORTH 16 FEET OF THE SOUTH 66 FEET OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST OF GILA AND SALT RIVER BASE AND MERIDIAN, BEING ADJACENT TO THE SOUTH LINE OF AND LYING BETWEEN A SOUTHERLY EXTENSION OF THE EAST AND WEST LINE OF THAT PART OF BLOCK 14, DESCRIBED ABOVE.

PARCEL 15 - LOT 7, BIRCHETT TRACT, A SUBDIVISION RECORDED IN BOOK 27 OF MAPS, PAGE 9, RECORDS OF MARICOPA COUNTY ARIZONA, FROM PARCEL 1 THROUGH 15 ABOVE EXCEPT TITLE TO ANY MINE OF GOLD, SILVER, CINNABAR, COPPER OR LEAD OR TO ANY VALID CLAIM OR POSSESSION HELD UNDER THE EXISTING LAWS OF CONGRESS.



SITE MAP
1" = 40'-0"



PROJECT DATA:

PROJECT ADDRESS:	N.W.C. OF UNIVERSITY AND FOREST AVENUE.
PROPOSED USE:	HOTEL, RETAIL, RESIDENTIAL
EXISTING ZONING:	CC.PAD, TOD
GENERAL PLAN:PROJECTED LAND USE	MIXED USE
GENERAL PLAN:PROJECTED DENSITY	HIGH DENSITY-URBAN CORE(>65 DUA)
GROSS SITE AREA:	140,437 SF. (3.224 ACRES)
NET SITE AREA:	140,437 SF. (3.224 ACRES)
TOTAL LOTS:	1
BUILDING GROSS AREA:	+/- 1,080,265 GSF
PARKING AREA:	+/- 296,659 G.S.F.
RETAIL AREA:	+/- 21,100 S.F.
HOTEL AREA:	+/- 166,338 S.F.
RESTAURANT AREA:	+/- 10,000 S.F.
RESIDENTIAL AREA:	+/- 569,032 S.F.
CONVENTION CENTER:	+/- 7,200 S.F.
TOTAL UNITS:	453
TOWER 1 (S)	248
TOWER 2 (N)	205
TOTAL HOTEL KEYS	230 MAX
TRACTS:	TBD
DENSITY:	140.50 DUA
BUILDING LOT COVERAGE:	92.8% (130,271SF / 140,437SF)
LANDSCAPE AREA:	33% (46,288SF/140,437)
BUILDING HEIGHT:	224' (PARAPET) / 240' (MECH) (20 STORIES)
RES. TOWER 1 (S)	144' (PARAPET) / 164' (MECH) (12 STORIES)
RES. TOWER 2 (N)	MIN: 140' (PARAPET) /160' (MECH) MAX: 180' (PARAPET) / 200' (MECH)
HOTEL	
SETBACK FRONT YARD #1	0' (7th STREET)
SETBACK FRONT YARD #2	0' (UNIVERSITY DRIVE)
SETBACK: STREET SIDE YARD	0' (MYRTLE AVENUE)
SETBACK: STREET SIDE YARD	0' (FOREST AVENUE)
VEHICLE PARKING	1056 (TOD & PARKING STUDY) (1015+25 ACCESSIBLE + 16 ON STREET) (40 OF 1056 TANDEM SPACES) (227 OF 1056 PUBLIC PARKING)
BICYCLE PARKING	MIN 486 (BICYCLE COMMUTE AREA)

CODE DATA

CONSTRUCTION TYPE: 1A
OCCUPANCY: R2, M, S, B
NOTE:
THE PROPOSED BUILDING WILL BE
EQUIPPED WITH AN AUTOMATIC
EXTINGUISHING SYSTEM PER NFPA 13

APPLICABLE BUILDING CODES

2012 INTERNATIONAL BUILDING CODE W/ CITY OF TEMPE AMENDMENTS
2012 IECC W/ CITY OF TEMPE AMENDMENTS
2012 INTERNATIONAL MECHANICAL CODE W/ CITY OF TEMPE AMENDMENTS
2008 INTERNATIONAL ELECTRIC CODE W/ CITY OF TEMPE AMENDMENTS
2012 INTERNATIONAL PLUMBING CODE W/ CITY OF TEMPE AMENDMENTS
IBC CHAPTER 11 AMENDMENT
2012 INTERNATIONAL FIRE CODE W/ CITY OF TEMPE AMENDMENTS

DRAWING INDEX

Civil	Preliminary Grading & Drainage Plan
PGD	
PUT	Preliminary Utility Plan
EX	Existing Conditions & Demolition Plan

LANDSCAPE

L1.0	Landscape Plan
Architectural	
A1.0	Site Plan/ Site Data
A2.1	Level 1 Floor Plan
A2.2	Level 2 Floor Plan
A2.3	Level 3 Floor Plan
A2.4	Level 4 Floor Plan
A2.5	Level 5 (Amenity) Floor Plan
A2.6	Level 6 (Typical) Floor Plan
A2.7	Penthouse Floor Plan
A2.8	Penthouse Floor Plan
A2.9	Overall Roof Plan
A3.1	Exterior Elevation - East
A3.2	Exterior Elevation - West
A3.3	Exterior Elevation - North
A3.4	Exterior Elevation - North
A3.5	Exterior Elevation - North
A3.6	Exterior Elevation - South
A3.7	Exterior Elevation - South
A3.8	Exterior Elevation - South
A3.9	Exterior Elevation - East
A3.10	Exterior Elevation - West
A3.11	Exterior Elevation - North
A3.12	Exterior Elevation - North
A3.13	Exterior Elevation - North
A3.14	Exterior Elevation - South
A3.15	Exterior Elevation - South
A3.16	Exterior Elevation - South
A3.17	Sections
ES1	PHOTOMETRICS PLAN



Opus AE Group, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

Opus Design Build, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

CONSULTANT

SMITHGROUP JJR

455 NORTH THIRD STREET
SUITE 250
PHOENIX, AZ 85004
602.265.2200
www.smithgroupjlr.com

PROJECT

7TH STREET
MIXED-USE

LOCATION

Tempe, Arizona

PROJECT NUMBER

30724000

ISSUE RECORD

12/17/14 PRELIM SITE PLAN
01/16/15 PRELIM SITE PLAN
03/02/15 MEP BID PACKAGE
03/09/15 PAD SUBMITTAL
(REV 5/13/15)

DATE

03/09/15

PROJECT MANAGER

L.Dumas

DRAWN BY

J.FOURNIEA

CHECKED BY

S. COCHRANE

REGISTRATION

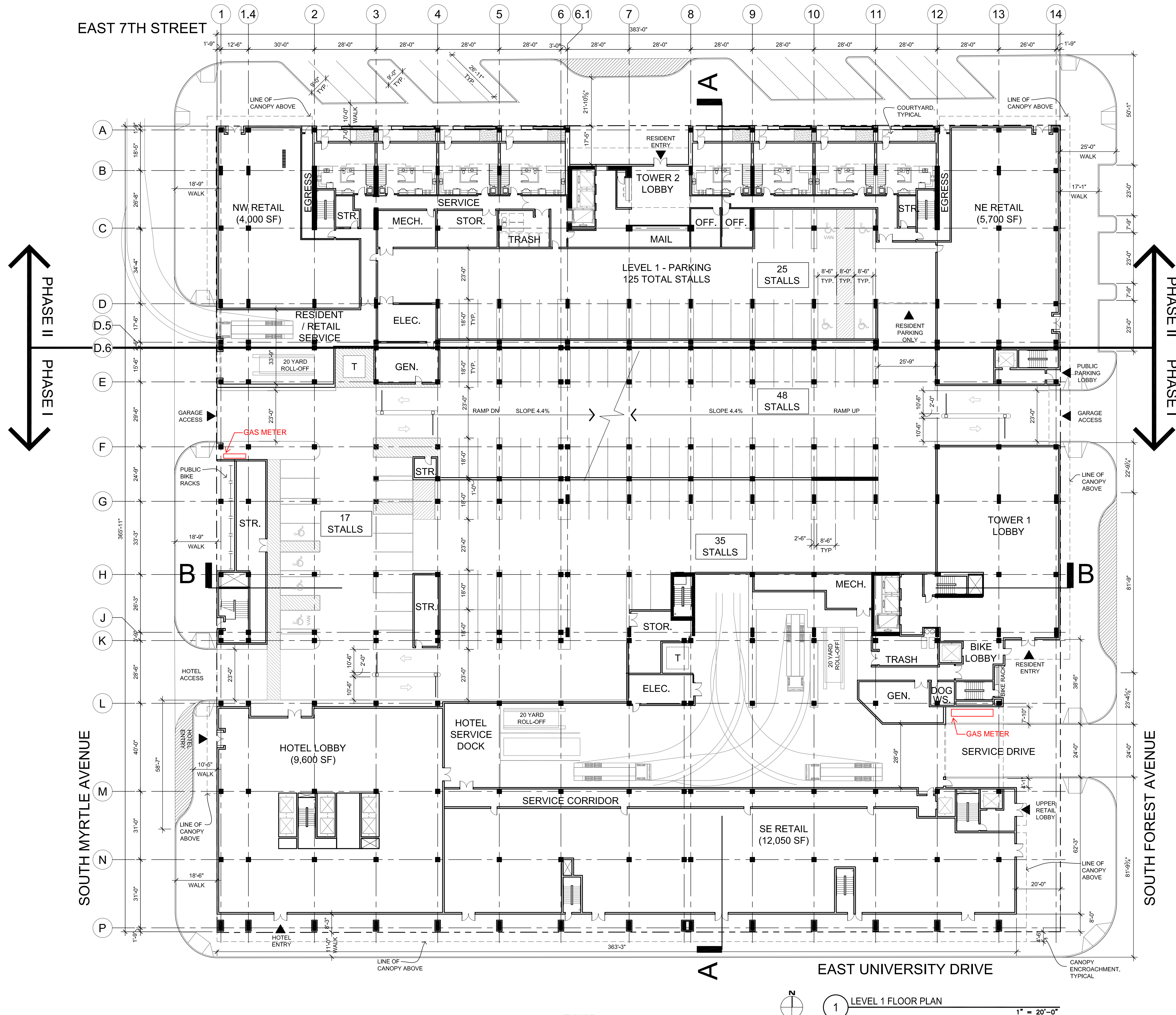
SHEET TITLE

SITE PLAN
SITE DATA

SHEET NUMBER

A1.0

Opus A & E - I:\30724 - University Square MP\Design\Arch\30724 - 7th Street MU - A2-1.dwg [A1-1 - SITE PLAN] April 21, 2015
PLOT DATE: April 21, 2015 - 2:48pm



Opus AE Group, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

Opus Design Build, L.L.C.
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CONSULTANT

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PROJECT

**7TH STREET
MIXED-USE**

LOCATION

Tempe, Arizona

PROJECT NUMBER

30724000

ISSUE RECORD

12/17/14 PRELIM SITE PLAN
01/16/15 PRELIM SITE PLAN
03/02/15 MEP BID PACKAGE
03/09/15 PAD SUBMITTAL
(REV 4/23/15)

DATE

03/02/15

PROJECT MANAGER

L.Dumas, L.Zachary

DRAWN BY

J.FOURNIEA

CHECKED BY

S.COCHRANE

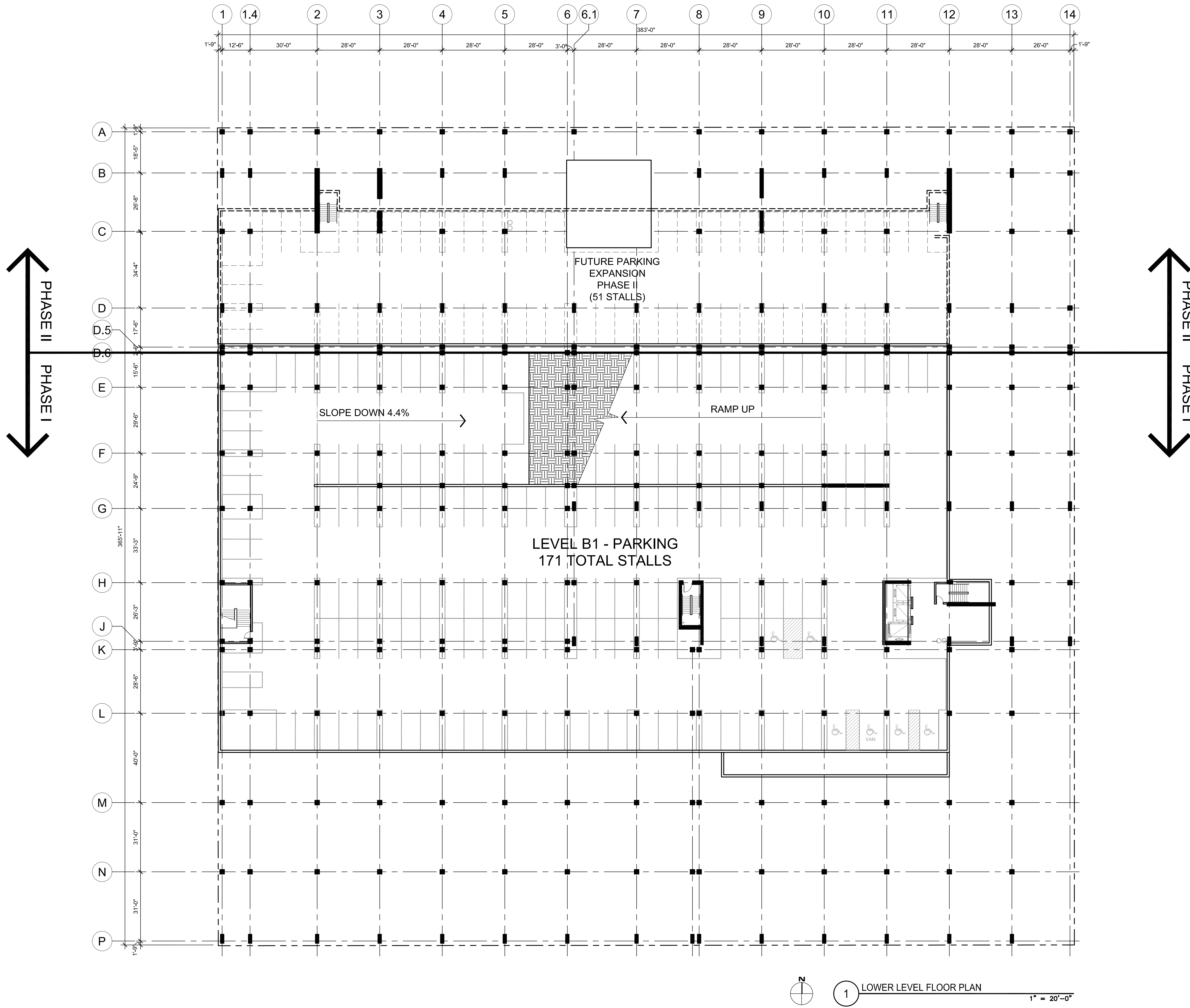
REGISTRATION

SHEET TITLE

**LEVEL 1
FLOOR PLAN**

SHEET NUMBER

A2.1



Opus AE Group, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

Opus Design Build, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

CONSULTANT

SMITHGROUP JJR

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PHOENIX, AZ 85004
602.265.2200
www.smithgroupjjr.com

PROJECT

**7TH STREET
MIXED-USE**

LOCATION

Tempe, Arizona

PROJECT NUMBER

30724000

ISSUE RECORD

- 12/17/14 PRELIM SITE PLAN
- 01/16/15 PRELIM SITE PLAN
- 03/02/15 MEP BID PACKAGE
- (REV 4/23/15)

DATE

03/02/15

PROJECT MANAGER

L.Dumas, L.Zachary

DRAWN BY

J.FOURNIEA

CHECKED BY

E.RUIZ GARCIA

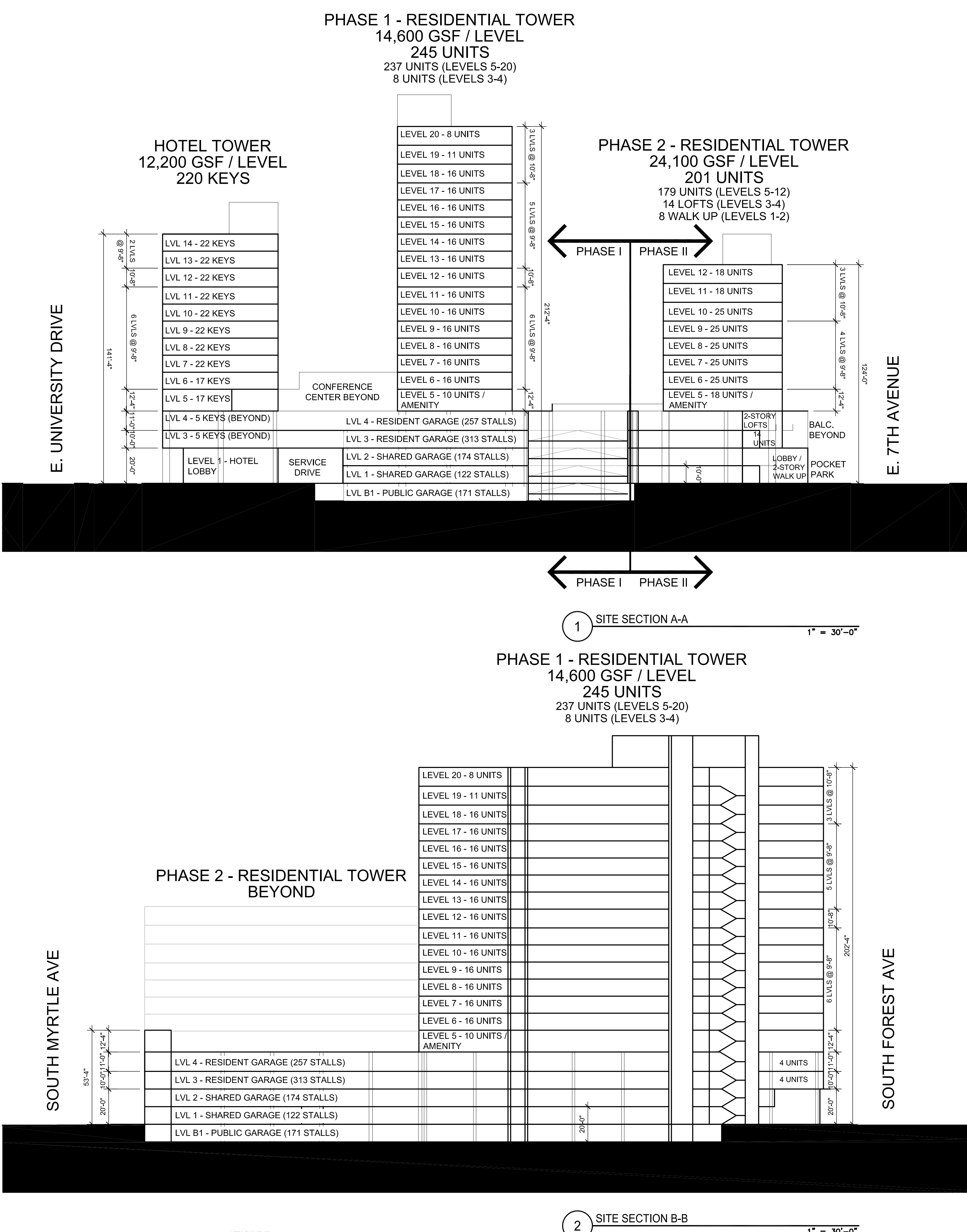
REGISTRATION

SHEET TITLE

**LOWER LEVEL
FLOOR PLAN**

SHEET NUMBER

A2.0



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CONSULTANT

SMITHGROUP JJR

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www.smithgroupjjr.com

PROJECT

**7TH STREET
MIXED-USE**

LOCATION

Tempe, Arizona

PROJECT NUMBER

30724000

ISSUE RECORD

- 12/17/14 PRELIM SITE PLAN
- 01/16/15 PRELIM SITE PLAN
- 03/02/15 MEP BID PACKAGE
- 03/09/15 PAD SUBMITTAL (REV 4/23/15)

DATE

03/09/2015

PROJECT MANAGER

L.Dumas, L.Zachary

DRAWN BY

K.ERICKSON

CHECKED BY

E.RUIZ GARCIA

REGISTRATION

SHEET TITLE

SECTION

SHEET NUMBER

A3.17

EXTERIOR ELEVATION KEY NOTES					
NUMBER	DESCRIPTION	NUMBER	DESCRIPTION	NUMBER	DESCRIPTION
1A	ALUMINUM FRAMED WINDOW SYSTEM BETWEEN SLABS. 1" THICK LOW-E GLAZING	2D	PRE-FINISHED METAL WALL PANEL WITH PREMIUM KYNAR FINISH (5 TONAL VARIATIONS FOR PATTERN) - COLOR 2, PROFILE 2	4B	OKO SKIN CONCRETE SLATS, MIX SANDBLAST FOR TEXTURE
1B	SLIDING GLASS DOORS AT ALL BALCONY LOCATIONS	2E	INSULATED METAL PANEL - WHITE	5A	CONCRETE MASONRY UNITS, STACKED/GROUNDFACE.
1C	12" HIGH ILLUMINATED LETTERING	2F	ACM	6A	TENSIONED FABRIC SHADE STRUCTURE
1D	24" HIGH ILLUMINATED LETTERING	2G	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 3	7A	METAL CANOPY SYSTEM, TYPICAL ALL RETAIL AREAS
1E	ALUMINUM FRAMED CURTAIN WALL SYSTEM BETWEEN SLABS. 1" THICK LOW-E GLAZING	3A	GREEN ROOF OR DECORATIVE ROOF ASSEMBLY, VISIBLE TO RESIDENTIAL UNITS ABOVE	8A	SLAB EXTENSION AT ROOF
2A	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 1	3B	36" HIGH ILLUMINATED LETTERING	9A	42" HIGH METAL RAILING W/ VERTICAL PICKET. PAINT TO MATCH ADJACENT METAL PANEL
2B	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 2, PROFILE 3 (EXAGGERATED BENT PANEL)	3C	48" HIGH ALUMINUM GATE	9B	42" HIGH GLASS RAILING AT ALL LOFT STYLE RESIDENTIAL UNITS
2C	PRE-FINISHED METAL WALL PANEL WITH PREMIUM KYNAR FINISH (5 TONAL VARIATIONS FOR PATTERN) - COLOR 1	4A	CUT SANDSTONE PANELS, MONUMENTAL SCALE	9C	PANELIZED PERFORATED METAL PANEL RAILING SYSTEM. TOP OF RAIL AT 42" AND BOTTOM TO EXTEND TO BELOW SLAB 18"



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PROJECT

7TH STREET
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LOCATION

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PROJECT NUMBER

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ISSUE RECORD

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- 03/02/15 MEP BID PACKAGE
- 03/09/15 PAD SUBMITTAL

DATE

03/02/2015

PROJECT MANAGER

L.Dumas, L.Zachary

DRAWN BY

K.ERICKSON

CHECKED BY

S.COCHRANE

REGISTRATION

SHEET TITLE

EXTERIOR
ELEVATION

SHEET NUMBER

1 EAST ELEVATION

1/16" = 1'-0"

A3.1

EXTERIOR ELEVATION KEY NOTES					
NUMBER	DESCRIPTION	NUMBER	DESCRIPTION	NUMBER	DESCRIPTION
1A	ALUMINUM FRAMED WINDOW SYSTEM BETWEEN SLABS. 1" THICK LOW-E GLAZING	2D	PRE-FINISHED METAL WALL PANEL WITH PREMIUM KYNAR FINISH (5 TONAL VARIATIONS FOR PATTERN) - COLOR 2, PROFILE 2	4B	OKO SKIN CONCRETE SLATS, MIX SANDBLAST FOR TEXTURE
1B	SLIDING GLASS DOORS AT ALL BALCONY LOCATIONS	2E	INSULATED METAL PANEL - WHITE	5A	CONCRETE MASONRY UNITS, STACKED/GROUNDFACE.
1C	12" HIGH ILLUMINATED LETTERING	2F	ACM	6A	TENSIONED FABRIC SHADE STRUCTURE
1D	24" HIGH ILLUMINATED LETTERING	2G	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 3	7A	METAL CANOPY SYSTEM, TYPICAL ALL RETAIL AREAS
1E	ALUMINUM FRAMED CURTAIN WALL SYSTEM BETWEEN SLABS. 1" THICK LOW-E GLAZING	3A	GREEN ROOF OR DECORATIVE ROOF ASSEMBLY, VISIBLE TO RESIDENTIAL UNITS ABOVE	8A	SLAB EXTENSION AT ROOF
2A	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 1	3B	36" HIGH ILLUMINATED LETTERING	9A	42" HIGH METAL RAILING W/ VERTICAL PICKET. PAINT TO MATCH ADJACENT METAL PANEL
2B	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 2, PROFILE 3 (EXAGGERATED BENT PANEL)	3C	48" HIGH ALUMINUM GATE	9B	42" HIGH GLASS RAILING AT ALL LOFT STYLE RESIDENTIAL UNITS
2C	PRE-FINISHED METAL WALL PANEL WITH PREMIUM KYNAR FINISH (5 TONAL VARIATIONS FOR PATTERN) - COLOR 1	4A	CUT SANDSTONE PANELS, MONUMENTAL SCALE	9C	PANELIZED PERFORATED METAL PANEL RAILING SYSTEM. TOP OF RAIL AT 42" AND BOTTOM TO EXTEND TO BELOW SLAB 18"



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PROJECT

**7TH STREET
MIXED-USE**

LOCATION

Tempe, Arizona

PROJECT NUMBER

30724000

ISSUE RECORD

- 12/17/14 PRELIM SITE PLAN
- 01/16/15 PRELIM SITE PLAN
- 03/02/15 MEP BID PACKAGE
- 03/09/15 PAD SUBMITTAL

DATE

01/16/2015
PROJECT MANAGER
L.Dumas, L.Zachary

DRAWN BY

K.ERICKSON

CHECKED BY

S.COCHRANE

REGISTRATION

SHEET TITLE

**EXTERIOR
ELEVATION**

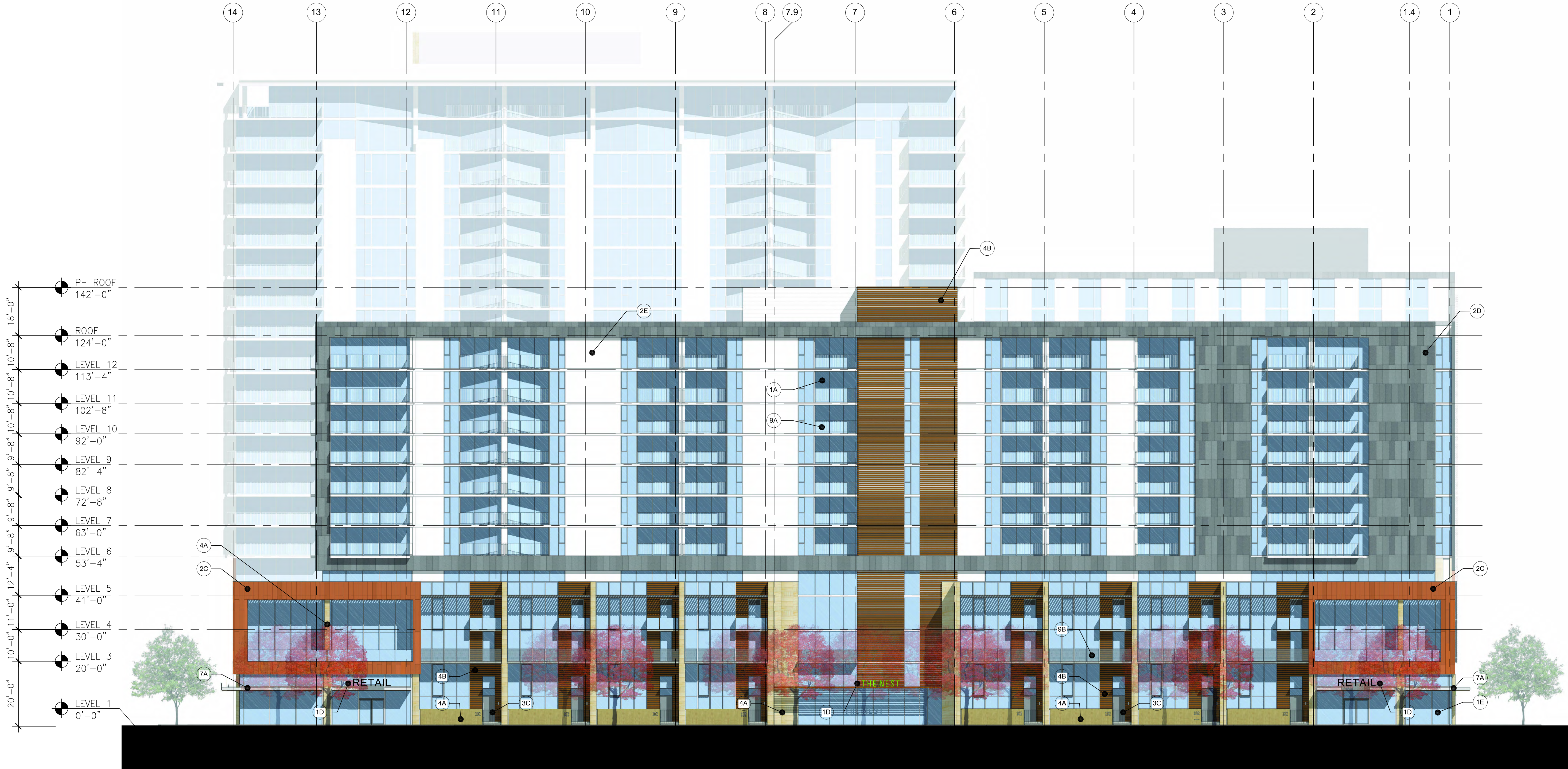
SHEET NUMBER

1 WEST ELEVATION

1/16" = 1'-0"

A3.2

EXTERIOR ELEVATION KEY NOTES					
NUMBER	DESCRIPTION	NUMBER	DESCRIPTION	NUMBER	DESCRIPTION
1A	ALUMINUM FRAMED WINDOW SYSTEM BETWEEN SLABS. 1" THICK LOW-E GLAZING	2D	PRE-FINISHED METAL WALL PANEL WITH PREMIUM KYNAR FINISH (5 TONAL VARIATIONS FOR PATTERN) - COLOR 2, PROFILE 2	4B	OKO SKIN CONCRETE SLATS, MIX SANDBLAST FOR TEXTURE
1B	SLIDING GLASS DOORS AT ALL BALCONY LOCATIONS	2E	INSULATED METAL PANEL - WHITE	5A	CONCRETE MASONRY UNITS, STACKED/GROUNDFACE.
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1D	24" HIGH ILLUMINATED LETTERING	2G	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 3	7A	METAL CANOPY SYSTEM, TYPICAL ALL RETAIL AREAS
1E	ALUMINUM FRAMED CURTAIN WALL SYSTEM BETWEEN SLABS. 1" THICK LOW-E GLAZING	3A	GREEN ROOF OR DECORATIVE ROOF ASSEMBLY, VISIBLE TO RESIDENTIAL UNITS ABOVE	8A	SLAB EXTENSION AT ROOF
2A	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 1	3B	36" HIGH ILLUMINATED LETTERING	9A	42" HIGH METAL RAILING W/ VERTICAL PICKET. PAINT TO MATCH ADJACENT METAL PANEL
2B	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 2, PROFILE 3 (EXAGGERATED BENT PANEL)	3C	48" HIGH ALUMINUM GATE	9B	42" HIGH GLASS RAILING AT ALL LOFT STYLE RESIDENTIAL UNITS
2C	PRE-FINISHED METAL WALL PANEL WITH PREMIUM KYNAR FINISH (5 TONAL VARIATIONS FOR PATTERN) - COLOR 1	4A	CUT SANDSTONE PANELS, MONUMENTAL SCALE	9C	PANELIZED PERFORATED METAL PANEL RAILING SYSTEM. TOP OF RAIL AT 42" AND BOTTOM TO EXTEND TO BELOW SLAB 18"



1 NORTH ELEVATION - PHASE 2 RESIDENTIAL TOWER
1/16" = 1'-0"



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PROJECT

7TH STREET
MIXED-USE

LOCATION

Tempe, Arizona

PROJECT NUMBER

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ISSUE RECORD

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- 03/09/15 PAD SUBMITTAL

DATE

03/02/2015

PROJECT MANAGER

L.Dumas, L.Zachary

DRAWN BY

K.ERICKSON

CHECKED BY

S.COCHRANE

REGISTRATION

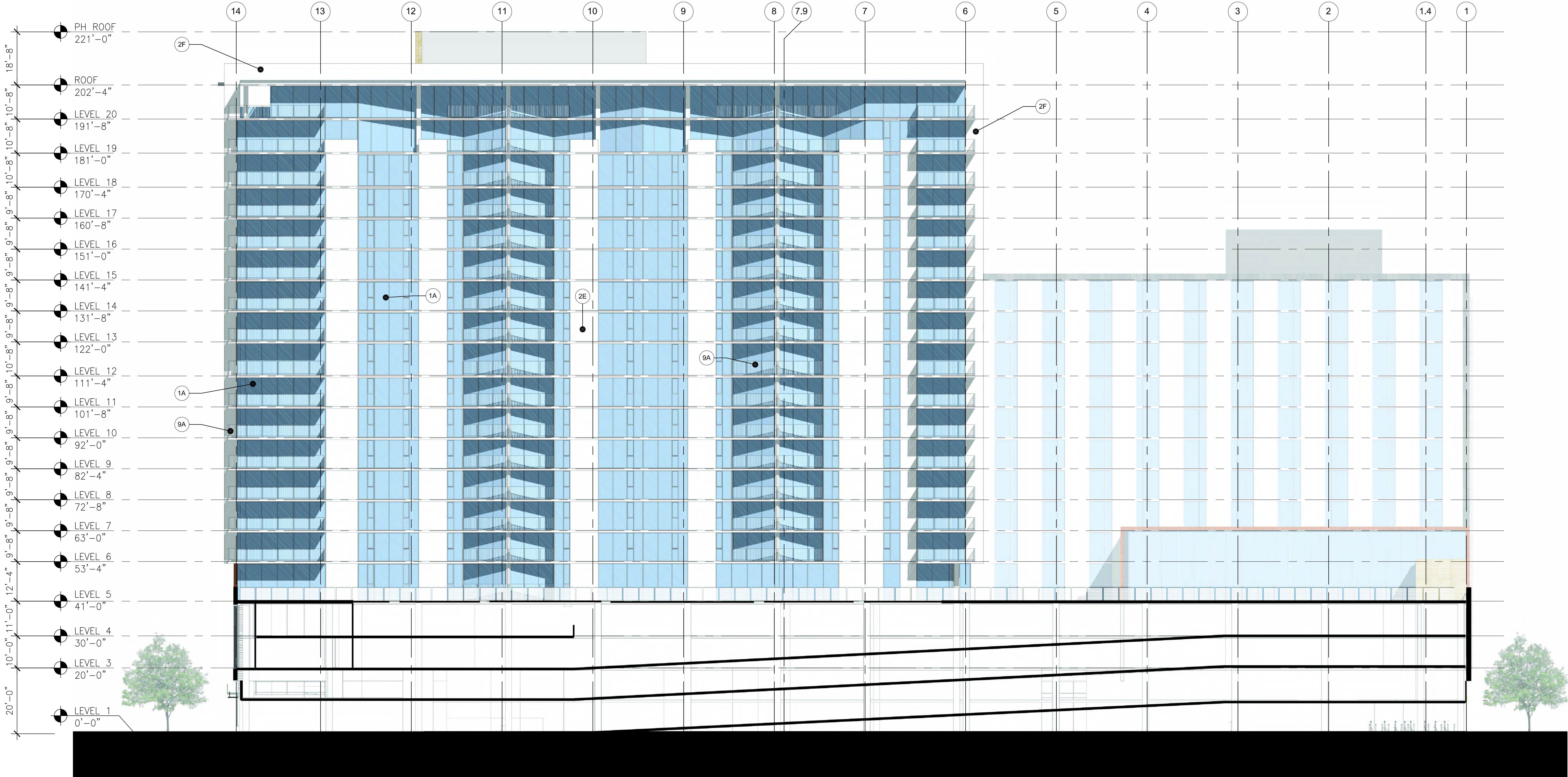
SHEET TITLE

EXTERIOR
ELEVATION

SHEET NUMBER

A3.3

EXTERIOR ELEVATION KEY NOTES					
NUMBER	DESCRIPTION	NUMBER	DESCRIPTION	NUMBER	DESCRIPTION
1A	ALUMINUM FRAMED WINDOW SYSTEM BETWEEN SLABS. 1" THICK LOW-E GLAZING	2D	PRE-FINISHED METAL WALL PANEL WITH PREMIUM KYNAR FINISH (5 TONAL VARIATIONS FOR PATTERN) - COLOR 2, PROFILE 2	4B	OKO SKIN CONCRETE SLATS, MIX SANDBLAST FOR TEXTURE
1B	SLIDING GLASS DOORS AT ALL BALCONY LOCATIONS	2E	INSULATED METAL PANEL - WHITE	5A	CONCRETE MASONRY UNITS, STACKED/GROUNDFACE.
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1D	24" HIGH ILLUMINATED LETTERING	2G	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 3	7A	METAL CANOPY SYSTEM, TYPICAL ALL RETAIL AREAS
1E	ALUMINUM FRAMED CURTAIN WALL SYSTEM BETWEEN SLABS. 1" THICK LOW-E GLAZING	3A	GREEN ROOF OR DECORATIVE ROOF ASSEMBLY, VISIBLE TO RESIDENTIAL UNITS ABOVE	8A	SLAB EXTENSION AT ROOF
2A	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 1	3B	36" HIGH ILLUMINATED LETTERING	9A	42" HIGH METAL RAILING W/ VERTICAL PICKET. PAINT TO MATCH ADJACENT METAL PANEL
2B	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 2, PROFILE 3 (EXAGGERATED BENT PANEL)	3C	48" HIGH ALUMINUM GATE	9B	42" HIGH GLASS RAILING AT ALL LOFT STYLE RESIDENTIAL UNITS
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1 NORTH ELEVATION - PHASE 1 RESIDENTIAL TOWER
1/16" = 1'-0"



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PROJECT

7TH STREET
MIXED-USE

LOCATION

Tempe, Arizona

PROJECT NUMBER

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ISSUE RECORD

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- 03/02/15 MEP BID PACKAGE
- 03/09/15 PAD SUBMITTAL

DATE

03/02/2015

PROJECT MANAGER

L.Dumas, L.Zachary

DRAWN BY

K.ERICKSON

CHECKED BY

S.COCHRANE

REGISTRATION

SHEET TITLE

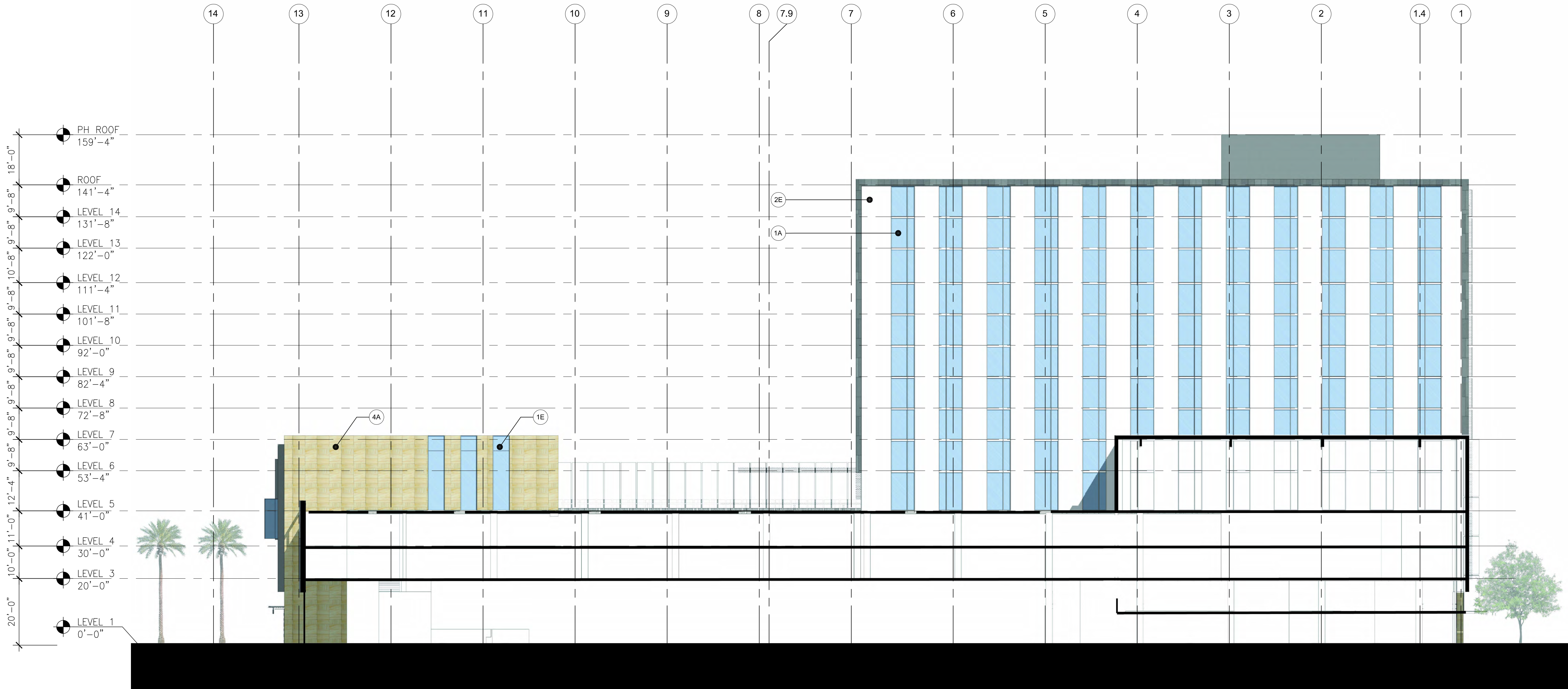
EXTERIOR
ELEVATION

SHEET NUMBER

A3.4

Opus A & E - I:\30724 - University Square MP\Design\Arch\30724 - 7th Street MU - A3-5.dwg [A3-5] March 06, 2015 - 12:48pm
PLOT DATE: March 06, 2015 - 12:48pm

EXTERIOR ELEVATION KEY NOTES					
NUMBER	DESCRIPTION	NUMBER	DESCRIPTION	NUMBER	DESCRIPTION
1A	ALUMINUM FRAMED WINDOW SYSTEM BETWEEN SLABS. 1" THICK LOW-E GLAZING	2D	PRE-FINISHED METAL WALL PANEL WITH PREMIUM KYNAR FINISH (5 TONAL VARIATIONS FOR PATTERN) - COLOR 2, PROFILE 2	4B	OKO SKIN CONCRETE SLATS, MIX SANDBLAST FOR TEXTURE
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PROJECT

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DATE

03/02/2015

PROJECT MANAGER

L.Dumas, L.Zachary

DRAWN BY

K.ERICKSON

CHECKED BY

S.COCHRANE

REGISTRATION

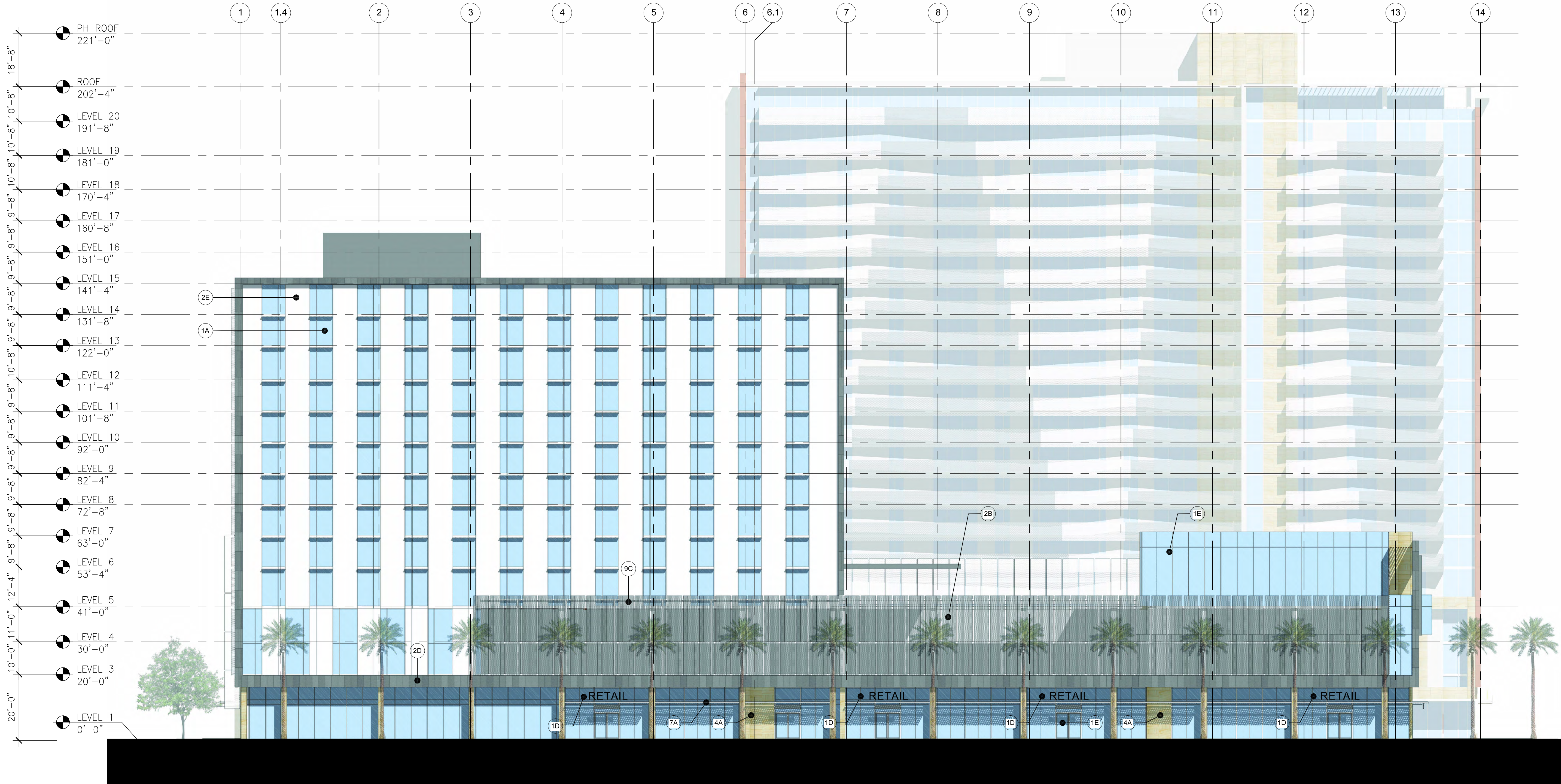
SHEET TITLE

**EXTERIOR
ELEVATION**

SHEET NUMBER

A3.5

EXTERIOR ELEVATION KEY NOTES					
NUMBER	DESCRIPTION	NUMBER	DESCRIPTION	NUMBER	DESCRIPTION
1A	ALUMINUM FRAMED WINDOW SYSTEM BETWEEN SLABS. 1" THICK LOW-E GLAZING	2D	PRE-FINISHED METAL WALL PANEL WITH PREMIUM KYNAR FINISH (5 TONAL VARIATIONS FOR PATTERN) - COLOR 2, PROFILE 2	4B	OKO SKIN CONCRETE SLATS, MIX SANDBLAST FOR TEXTURE
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1D	24" HIGH ILLUMINATED LETTERING	2G	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 3	7A	METAL CANOPY SYSTEM, TYPICAL ALL RETAIL AREAS
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1 SOUTH ELEVATION - HOTEL TOWER
1/16" = 1'-0"



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PROJECT

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DATE

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PROJECT MANAGER:
L.Dumas, L.Zachary

DRAWN BY

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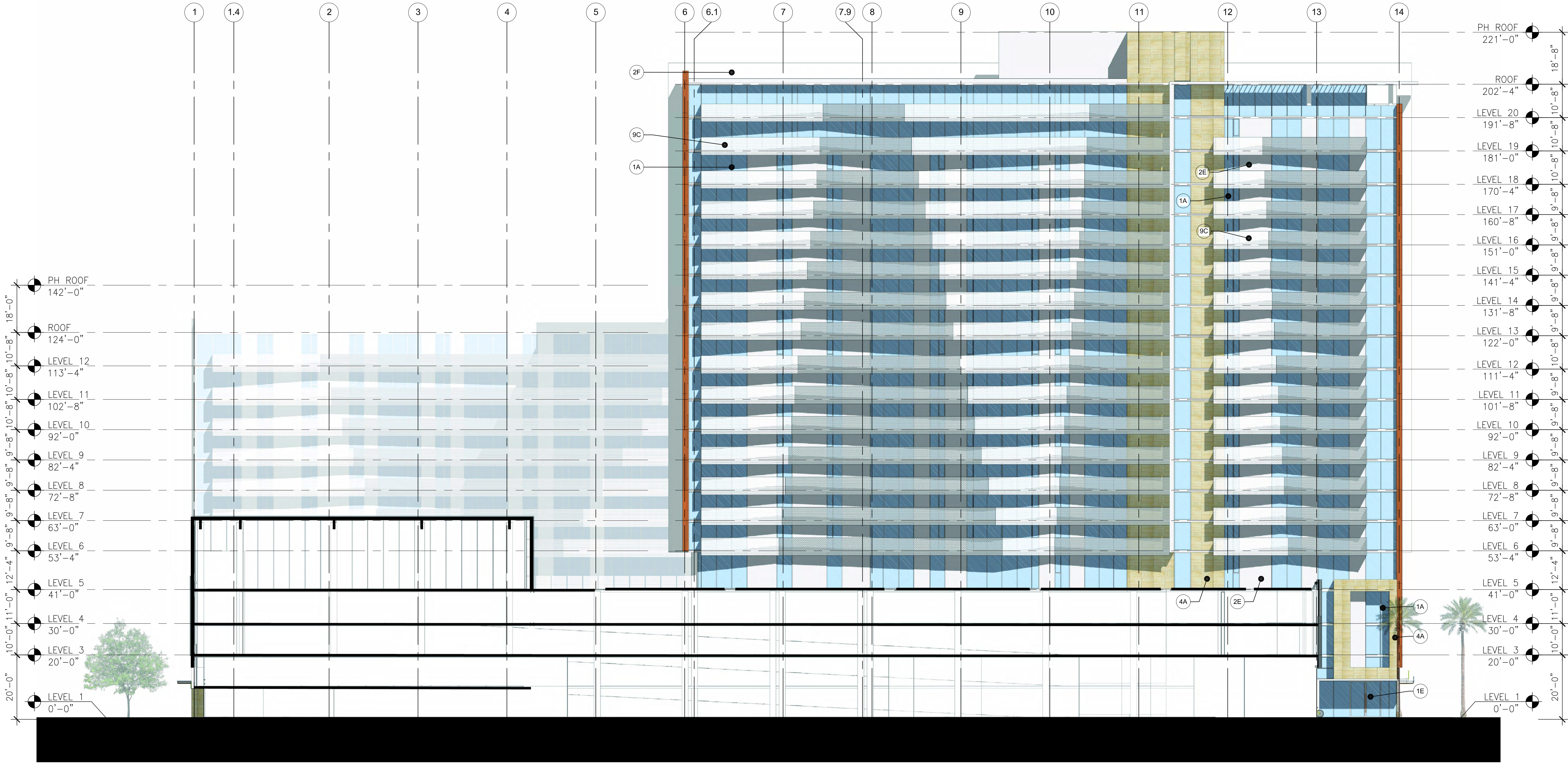
REGISTRATION

SHEET TITLE

EXTERIOR
ELEVATION

SHEET NUMBER

EXTERIOR ELEVATION KEY NOTES					
NUMBER	DESCRIPTION	NUMBER	DESCRIPTION	NUMBER	DESCRIPTION
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PROJECT MANAGER:
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DRAWN BY

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CHECKED BY

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REGISTRATION

SHEET TITLE

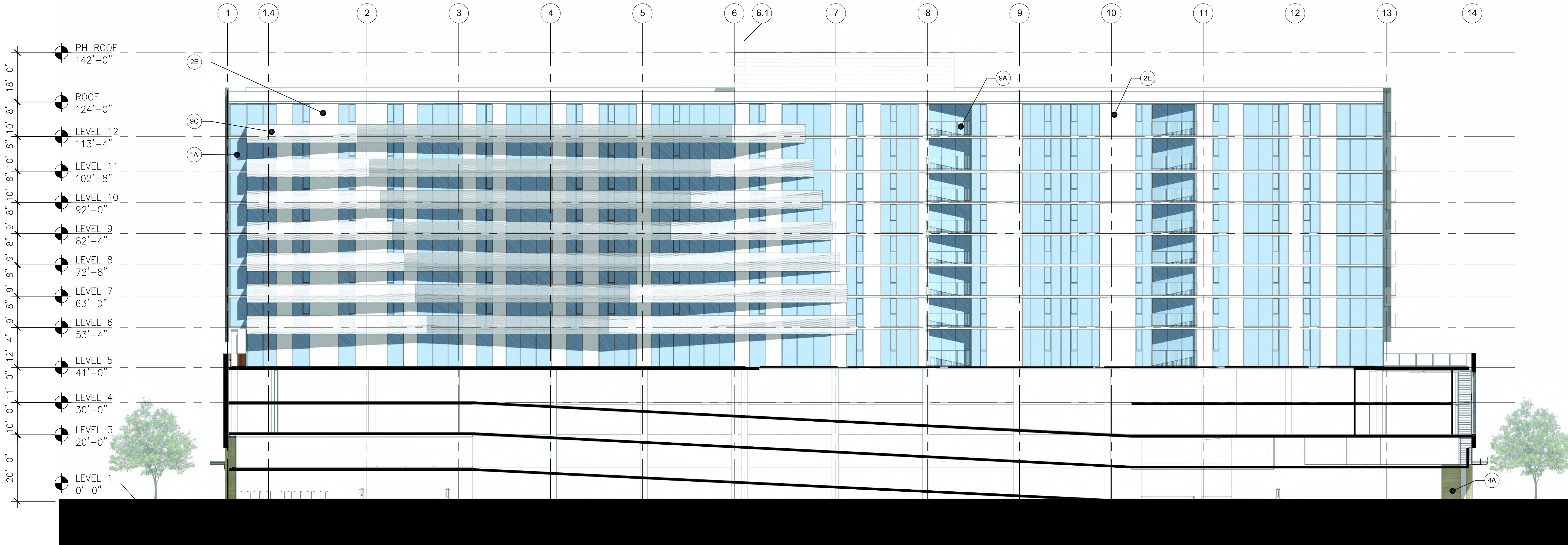
EXTERIOR
ELEVATION

SHEET NUMBER

1 SOUTH ELEVATION - PHASE 1 RESIDENTIAL TOWER
1/16" = 1'-0"

A3.7

EXTERIOR ELEVATION KEY NOTES					
NUMBER	DESCRIPTION	NUMBER	DESCRIPTION	NUMBER	DESCRIPTION
1A	ALUMINUM FRAMED WINDOW SYSTEM BETWEEN SLABS. 1" THICK LOW-E GLAZING	2D	PRE-FINISHED METAL WALL PANEL WITH PREMIUM KYNAR FINISH (5 TONAL VARIATIONS FOR PATTERN) - COLOR 2, PROFILE 2	4B	OKO SKIN CONCRETE SLATS, MIX SANDBLAST FOR TEXTURE
1B	SLIDING GLASS DOORS AT ALL BALCONY LOCATIONS	2E	INSULATED METAL PANEL - WHITE	5A	CONCRETE MASONRY UNITS, STACKED/GROUNDFACE.
1C	12" HIGH ILLUMINATED LETTERING	2F	ACM	6A	TENSIONED FABRIC SHADE STRUCTURE
1D	24" HIGH ILLUMINATED LETTERING	2G	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 3	7A	METAL CANOPY SYSTEM, TYPICAL ALL RETAIL AREAS
1E	ALUMINUM FRAMED CURTAIN WALL SYSTEM BETWEEN SLABS. 1" THICK LOW-E GLAZING	3A	GREEN ROOF OR DECORATIVE ROOF ASSEMBLY, VISIBLE TO RESIDENTIAL UNITS ABOVE	8A	SLAB EXTENSION AT ROOF
2A	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 1	3B	36" HIGH ILLUMINATED LETTERING	9A	42" HIGH METAL RAILING W/ VERTICAL PICKET. PAINT TO MATCH ADJACENT METAL PANEL
2B	PERFORATED CORRUGATED METAL PANEL W/ 3 COAT "METALLIC" FINISH - COLOR 2, PROFILE 3 (EXAGGERATED BENT PANEL)	3C	48" HIGH ALUMINUM GATE	9B	42" HIGH GLASS RAILING AT ALL LOFT STYLE RESIDENTIAL UNITS
2C	PRE-FINISHED METAL WALL PANEL WITH PREMIUM KYNAR FINISH (5 TONAL VARIATIONS FOR PATTERN) - COLOR 1	4A	CUT SANDSTONE PANELS, MONUMENTAL SCALE	9C	PANELIZED PERFORATED METAL PANEL RAILING SYSTEM. TOP OF RAIL AT 42" AND BOTTOM TO EXTEND TO BELOW SLAB 18"



1 SOUTH ELEVATION - PHASE 2 RESIDENTIAL TOWER
1/16" = 1'-0"



Opus AE Group, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-556-4444

Opus Design Build, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
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CONSULTANT

SMITHGROUP JJR

455 NORTH THIRD STREET
SUITE 250
PHOENIX, AZ 85004
602.265.2200
www.smithgroupjjr.com

PROJECT

7TH STREET
MIXED-USE

LOCATION

Tempe, Arizona

PROJECT NUMBER

30724000

ISSUE RECORD

- 12/17/14 PRELIM SITE PLAN
- 01/16/15 PRELIM SITE PLAN
- 03/02/15 MEP BID PACKAGE
- 03/09/15 PAD SUBMITTAL

DATE

03/02/2015

PROJECT MANAGER

L.Dumas, L.Zachary

DRAWN BY

K.ERICKSON

CHECKED BY

S.COCHRANE

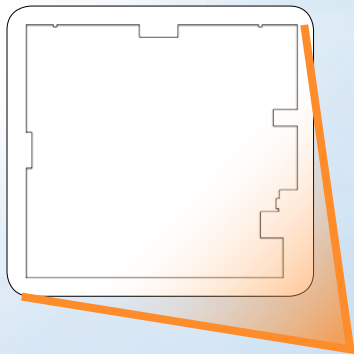
REGISTRATION

SHEET TITLE

EXTERIOR
ELEVATION

SHEET NUMBER

A3.8



JOB #30724



JOB #30724



JOB #30724



JOB #30724



JOB #30724



JOB #30724



JOB #30774

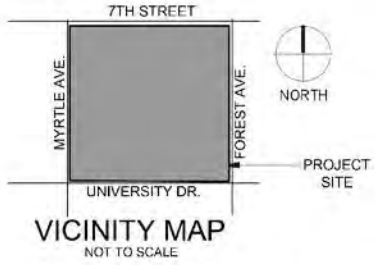
EAST 7TH STREET

SOUTH MYRTLE AVENUE

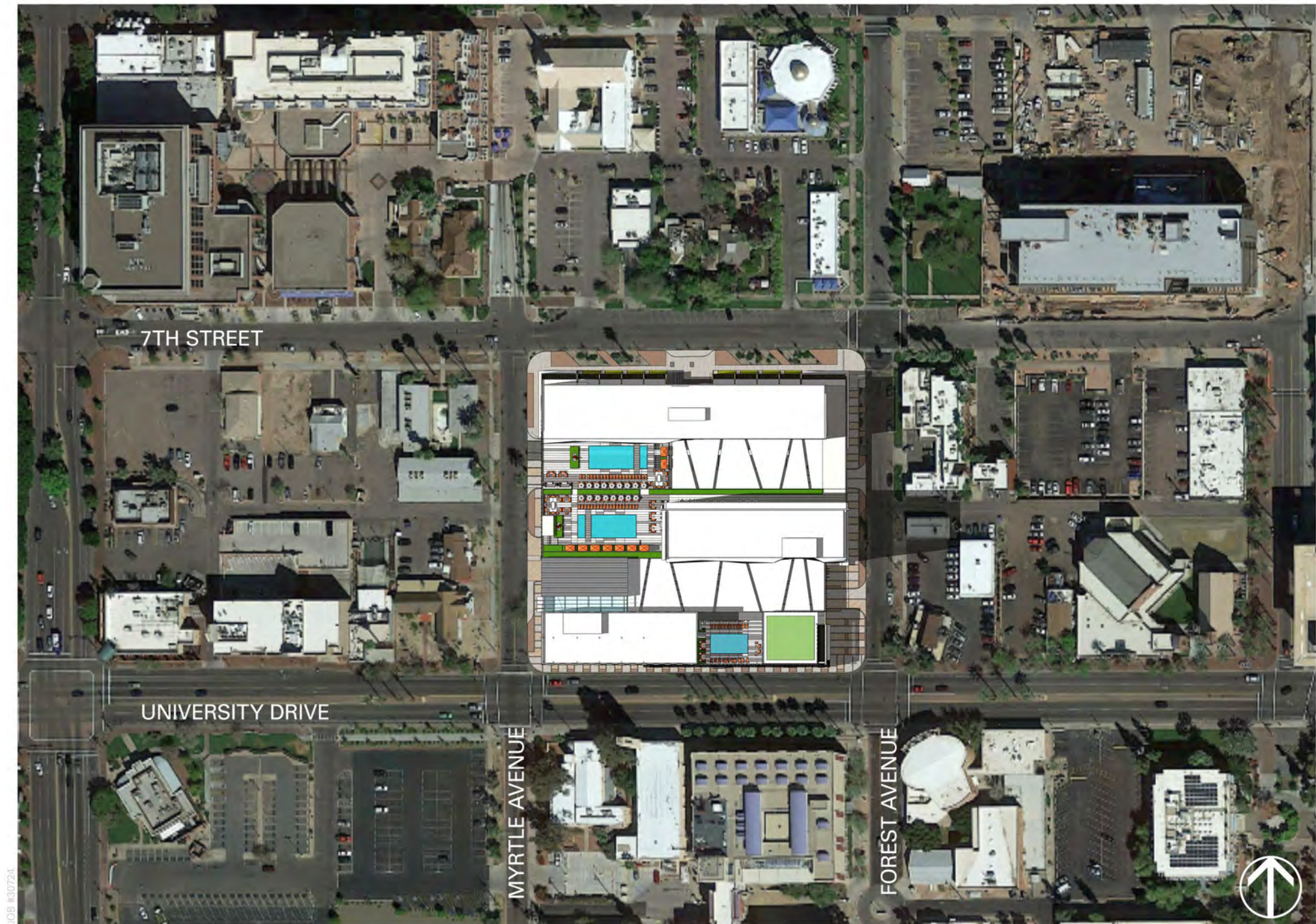
SOUTH FOREST AVENUE



EAST UNIVERSITY DRIVE



0 35 70 140



JOB #30724



May 14, 2015

Brett Hopper
Opus Development Company, LLC
2425 E. Camelback Rd.
Suite 220
Phoenix, AZ 85016



experts 03.31.2016

RE: Parking Study for 7th Street Mixed Use Development – Tempe, Arizona

Dear Mr. Hopper:

CivTech Inc. has been retained to provide traffic engineering services for a parking study for the 7th Street Mixed Use Development in the City of Tempe, Arizona. The project will redevelop the existing parking lot located on the northwest corner of the intersection of Forest Avenue and University Drive.

This project is requesting the use of a shared parking model utilizing the City of Tempe's parking standards with Transportation Overlay District (TOD) rates and a reduced rate for hotel uses per market request. The developer proposes parking for apartment residents in excess of the minimum required by the City's rates and a decrease for apartment guests. This detailed parking analysis has been made to document the anticipated parking needs and compare the requirements to the amount of parking proposed by the development.

METHODOLOGY

The City of Tempe provides standard parking requirements for bicycles and vehicles within Section 4-603 of the Tempe Zoning Code. Minimum bicycle parking required is calculated using these rates.

For vehicular parking, the City recognizes several factors that influence the parking demand of new developments and allows reductions to the minimum ratios. This study presents projected vehicular parking needs of the proposed development by applying the influencing factors in a step-by-step basis.

First, the calculations are conducted using the base parking ratio with applicable TOD reductions. Parking requirements are specified in Section 4-603 of the Tempe Zoning Code. The site is located within the Corridor Area of the TOD and has many public transit options within the vicinity. East- and westbound bus stops are located adjacent to the site on University Drive. These stops serve routes 30, ASU FLASH, and the City's Orbit, Mercury and Venus routes. Additionally, the site is located within 1/8-mile south of the Tempe Transit Center which circulates the Metro Light Rail; bus routes 30, 48, 62, 65, 66, 72 and 511 and Orbit routes Earth, Jupiter, Mars, Mercury and Venus.

Second, a specific reduction is proposed for the hotel requirements due to anticipated market demand for hotel parking in this university/downtown area. The parking ratio for the apartments has been proposed with a decrease for guest parking and providing additional spaces for residents.

Third, the parking demand of multi-use developments may be reduced as some parking patrons may use more than one land use. Vehicles parked at the site may visit/attend more than one land use. For example, some of the restaurant and retail patrons may also be hotel guests or apartment tenants. Therefore, parking requirements may be decreased as a portion of vehicle spaces will accommodate parked vehicles for multiple parking attractors.

Fourth, the City of Tempe's shared parking model is applied. A development is typically expected to provide sufficient on-site parking to meet its parking demand. A single parking lot will have tendencies for higher or lower parking demand based on the type of land use the lot services. Different types of land uses have differing peak parking characteristics. When a mixed-use development shares a parking lot, the number of parking stalls required to adequately meet the parking demand will be less than the number of stalls required if separate parking lots are provided due to peak demand occurring at different times of the day. When multiple land uses share a parking lot, the city allows reductions in parking requirements as long as there is sufficient parking to provide for the total peak parking demand. The City of Tempe's "Standard Shared Parking Model" can be used as a basis for predicting the parking demand for a particular mix of uses on a site. The shared parking model's usage percentages for each hour of the day are applied to the total parking required for each use. This predicts the hourly parking need of each land use.

Lastly, parking variations are discussed. While the shared parking model provides hourly reductions to parking requirements with shared parking lots, some parking spaces may be reserved for certain uses. Due to the nature of shared parking, when spaces are considered reserved it typically results in an increase in the total parking required. The methodology and options for potential reservation of parking spaces is discussed in this step.

PROPOSED DEVELOPMENT

The proposed development is located on the northwest corner of the intersection of Forest Avenue and University Drive in Tempe, Arizona. The development will consist of apartments, a hotel, and commercial retail/restaurant land uses. The land uses that are considered to generate parking demand are summarized in **Table 1**. The sizes of the proposed land uses shown in the table are what is currently planned. Although the final square footages may be subject to change, it is expected that any variations will be relatively small and that the conservative nature of using gross square footages instead of net square footages will prevent any need for a new parking analysis for minor size adjustments of the proposed land uses.

Table 1: Proposed Land Uses

Land Use	Land Use Categories	Size ⁽¹⁾
Studio	Studio	86 Units
1 Bedroom	1 Bedroom	227 Units
2 Bedroom	2 Bedroom	110 Units
Flats (1 Bedroom)	1 Bedroom	8 Units
Lofts (2 Bedrooms)	2 Bedroom	22 Units
Hotel Rooms	Hotel Rooms	215 Rooms
Hotel Office	Hotel Office	2,000 SF
Hotel Service	Hotel Service	20,000 SF
Retail	Retail	21,100 SF
Restaurant	Restaurant	10,000 SF

(1) Sizes according to the most recent site plan provided by the developer. Final sizes may be adjusted. The developer retains some additional parking for contingency should final adjustments, if any, require additional parking.

Vehicular access to the 7th Street Mixed Use Development will be provided at 4 driveways. Hotel guests may access the site at the south driveway on Myrtle Avenue. Residents may access the garage at the northern driveway on Forest Avenue. The southern access on Forest

Avenue is for service vehicles such as refuse trucks and does not connect to the parking garage. Restaurant and retail patrons will access the site at the public parking entrance at the north driveway on Myrtle Avenue. The parking garage may be accessed via all driveways except the service driveway and will provide approximately 1,040 parking spaces on multiple levels. The developer will also construct 13 angled parking spaces on the south side of 7th Street along property frontage of the site and 3 on-street parallel parking spaces will be constructed remain on the east and west sides of the site. Therefore, the development will provide a total of approximately 1,056 parking spaces on site or on-street along the property's frontage.

CITY OF TEMPE BICYCLE PARKING REQUIREMENTS

Bicycle Requirements

Bicycle parking requirements are specified in Section 4-603 of the Tempe Zoning Code. **Table 2** summarizes the requirements per the City of Tempe's bicycle commute area ratios applicable to the site.

Table 2: Minimum Bicycle Spaces Required

Land Use	Size	Bicycle Ratios	Bicycle Stalls Required
Studio	86	0.75 per unit	64.5
		0.2 per unit for guests	17.2
1 Bedroom	235	0.75 per unit	176.3
		0.2 per unit for guests	47.0
2 Bedroom	132	0.75 per unit	99.0
		0.2 per unit for guests	26.4
Hotel Rooms	215	1 per 20 unit	10.8
Hotel Office	2,000	1 per 8,000 SF ^a	4.0
Hotel Service	20,000	1 per 7,500 SF ^a	4.0
Retail	21,100	1 per 7,500 SF ^a	4.0
Restaurant	10,000	1 per 500 SF	20.0
Totals			473

a. Minimum of 4 spaces.

The minimum bicycle spaces required per City of Tempe code is 465. Should the apartment towers permit bicycles in hallways to be stored within individual apartments, bike parking requirements may be reduced.

Planned Bicycle Spaces Provided

The current site plan indicates a total of 486 bicycle parking spaces will be provided, which is more than the 473 minimum spaces required by the City of Tempe.

CITY OF TEMPE VEHICULAR PARKING REQUIREMENTS

Step 1 – City Parking Ratios

Parking requirements are specified in Section 4-603 of the Tempe Zoning Code. The site is located within a Corridor Area of the Transportation Overlay District (TOD) and has many public transit options within the vicinity. Within a Corridor Area of the TOD, the City allows standard reductions to the overall sizes of certain land uses prior to application of the minimum parking ratios and different parking ratios for other land uses. The TOD reductions, City parking ratios and resulting parking calculations are displayed in **Table 3**.

Table 3: Required Parking Spaces within City of Tempe TOD

Land Use	TOD Reduction	Size	Adjusted Size	Parking Ratios	Parking Stalls Required
Studio	Reduced rate	86	86	0.75 per bedroom	64.5
				0.2 per unit for guests	17.2
1 Bedroom	Reduced rate	235	235	0.75 per bedroom	176.3
				0.2 per unit for guests	47.0
2 Bedroom	Reduced rate	132	132	0.75 per bedroom	198.0
				0.2 per unit for guests	26.4
Hotel Rooms	(no reduction)	215	215	1 per unit	215.0
Hotel Office	(no reduction)	2,000	2,000	1 per 300 SF	6.7
Hotel Service	(no reduction)	20,000	20,000	1 per 300 SF	66.7
Retail	25% floor area, not to exceed 30,000 SF ^a	21,100	15,825	1 per 300 SF	52.8
Restaurant	25% floor area, not to exceed 2,500 SF ^b	10,000	7,500	1 per 75 SF	100.0
Total					971

a. Maximum reduction to be applied for all land uses of this category within the site, where applicable.

Per the City of Tempe's base parking ratios after TOD station area reductions, 971 parking spaces are required. This amount is prior to the additional parking reductions applied within steps 2, 3 and 4.

Step 2 – Proposed Reduction

The developer proposes to provide a reduced amount of parking spaces for the summation of all hotel uses. The reduced amount is based on hotel market rate of 0.7 space per guestroom as indicated by the amount requested by potential owners of the hotel. Applicable parking demand estimates may be provided upon request. The developer also proposes to provide a reduced amount of parking spaces for guests of apartment tenants. The reduced amount is based on rate of 0.13 space per apartment unit. The developer is aware of other mixed use developments near downtown Tempe, where a rate of 0.1 space per apartment unit for guests has been accepted. For all other land uses, the developer proposes the TOD standard rates and reductions as documented previously. The proposed reductions, parking ratios and resulting parking calculations are displayed in **Table 4**.

Table 4: Proposed Minimum Parking Ratios

Land Use	Reduction Proposed	Size	Adjusted Size	Parking Ratios	Parking Stalls Required After Adjustments
Studio	Same as TOD	86	86	0.75 per bedroom	64.5
	Reduced Rate			<u>~0.13 per unit for guests</u>	11.0
1 Bedroom	Same as TOD	235	235	0.75 per bedroom	176.3
	Reduced Rate			<u>~0.13 per unit for guests</u>	30.0
2 Bedroom	Same as TOD	132	132	0.75 per bedroom	198.0
	Reduced Rate			<u>~0.13 per unit for guests</u>	17.0
Hotel Rooms	Reduced Rate	215	215	<u>~0.7 per guestroom</u>	150.0
Hotel Office	Included above	2,000	2,000	<u>Included above</u>	0.0
Hotel Service	Included above	20,000	20,000	<u>Included above</u>	0.0
Retail	Same as TOD	21,100	15,825	1 per 300 SF	52.8
Restaurant	Same as TOD	10,000	7,500	1 per 75 SF	100.0
Total					800

Based on the base parking ratios and proposed reductions, a minimum of 800 vehicle parking stalls are required. This amount is prior to the additional parking reductions applied within steps 3 and 4.

Step 3 – Internal Capture Reductions

The site is proposed to provide several land uses. Therefore, parking requirements may be decreased as a portion of vehicle spaces will accommodate parked vehicles for multiple parking attractors. The anticipated internal capture, proposed reductions and resulting parking calculations are displayed in **Table 5**.

Table 5: Adjustments for Internal Capture

Land Use	Parking Stalls Required After Adjustments	Internal Capture Type	Internal Capture Rate	Double Counted Spaces to be Reduced	Parking Stalls after Internal Capture
Studio	64.5	None	0%	0	65
(Studio Guests)	11.0	None	0%	0	11
1 Bedroom	176.3	None	0%	0	176
(1 Bedroom Guests)	30.0	None	0%	0	30
2 Bedroom	198.0	None	0%	0	198
(2 Bedroom Guests)	17.0	None	0%	0	17
Hotel Rooms	150.0	None	0%	0	150
Hotel Office	0.0	None	0%	0	0
Hotel Service	0.0	None	0%	0	0
Retail	52.8	Some Patrons Expected to be Hotel Guests, Residents or Pedestrians	50%	26	26
Restaurant	100.0	Some Patrons Expected to be Hotel Guests, Residents or Pedestrians	50%	50	50
Total					724

After parking reductions due to internal capture, a minimum of 724 vehicle parking stalls are required. This amount is prior to the additional parking reductions applied within step 4.

Step 4 – Shared Parking Model

Now the City of Tempe’s “Standard Shared Parking Model” is applied. The shared parking model’s percentages are modifiers to be applied to the design parking demand of each land use. The percentages applicable to the development are shown in **Table 6**.

Table 6: City of Tempe’s Shared Parking Model

Time	Hotel		Residential		Retail		Restaurant	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
7 AM – 8 AM	85%	70%	87%	95%	8%	3%	2%	2%
8 AM – 9 AM	65%	60%	79%	88%	18%	10%	5%	3%
9 AM – 10 AM	55%	50%	73%	81%	42%	30%	10%	6%
10 AM – 11 AM	45%	40%	68%	74%	68%	45%	20%	8%
11 AM – 12 PM	35%	35%	59%	71%	87%	73%	30%	10%
12 PM – 1 PM	30%	30%	60%	71%	97%	85%	50%	30%
1 PM – 2 PM	30%	30%	59%	70%	100%	95%	70%	45%
2 PM – 3 PM	35%	35%	60%	71%	97%	100%	60%	45%
3 PM – 4 PM	35%	40%	61%	73%	95%	100%	60%	45%
4 PM – 5 PM	45%	50%	66%	75%	87%	90%	50%	45%
5 PM – 6 PM	60%	60%	77%	81%	79%	75%	70%	60%
6 PM – 7 PM	70%	70%	85%	85%	82%	65%	90%	90%
7 PM – 8 PM	75%	80%	94%	87%	89%	60%	100%	95%
8 PM – 9 PM	90%	90%	96%	92%	87%	55%	100%	100%
9 PM – 10 PM	95%	95%	98%	95%	61%	40%	100%	100%
10 PM – 11 PM	100%	100%	99%	96%	32%	38%	90%	95%
11 PM – 12 AM	100%	100%	100%	98%	13%	13%	70%	85%
12 AM – 1 AM	100%	100%	100%	100%	0%	0%	50%	70%

As shown in **Table 6**, the variation of parking demand throughout the day is different between hotel, apartment, retail and restaurant uses. Preliminary calculations indicated that the weekday percentages in **Table 6** are more conservative than the weekend percentages. Accordingly, the results of the shared parking model in a weekday condition are displayed in **Table 7**. The weekend results are not included in this report.

Table 7: Hourly Parking Demand

Use Type	7 AM – 8 AM	8 AM – 9 AM	9 AM – 10 AM	10 AM – 11 AM	11 AM – 12 PM	12 PM – 1 PM	1 PM – 2 PM	2 PM – 3 PM	3 PM – 4 PM	4 PM – 5 PM	5 PM – 6 PM	6 PM – 7 PM	7 PM – 8 PM	8 PM – 9 PM	9 PM – 10 PM	10 PM – 11 PM	11 PM – 12 AM	12 AM – 1 AM
Studio	56	51	47	44	38	39	38	39	39	43	50	55	61	62	63	64	65	65
(Studio Guests)	10	9	8	7	6	7	6	7	7	7	8	9	10	11	11	11	11	11
1 Bedroom	153	139	129	120	104	106	104	106	108	116	136	150	166	169	173	174	176	176
(1 Bedroom Guests)	26	24	22	20	18	18	18	18	18	20	23	26	28	29	29	30	30	30
2 Bedroom	172	156	145	135	117	119	117	119	121	131	152	168	186	190	194	196	198	198
(2 Bedroom Guests)	15	13	12	12	10	10	10	10	10	11	13	14	16	16	17	17	17	17
Hotel Rooms	128	98	83	68	53	45	45	53	53	68	90	105	113	135	143	150	150	150
Hotel Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hotel Service	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail	2	5	11	18	23	26	26	26	25	23	21	22	23	23	16	8	3	0
Restaurant	1	3	5	10	15	25	35	30	30	25	35	45	50	50	50	45	35	25
Hourly Maximum	563	498	462	434	384	395	399	408	411	444	528	594	653	685	696	695	685	672

After proposed reductions and in accordance with the City's shared parking model, the minimum number of parking stalls to be provided is 696 stalls if the entire development shares parking. If any of the parking spaces will be reserved, such as staff parking, the minimum shared parking stalls will change. Potential parking options are discussed in the next section.

PARKING VARIATIONS

The development proposes to provide a total of 1,056 parking spaces including 16 on-street spaces. If all parking spaces are shared, the development will provide an excess of 360 parking spaces over the minimum of 696 parking spaces. The developer currently plans to reserve 544 parking spaces for residents, which is 105 parking spaces above the minimum parking required for the residents of all apartments if analyzed separately using the City's TOD code requirement. Apartment guest parking will be accommodated within shared parking spaces. The developer currently plans to reserve 150 spaces for hotel use. This will provide a total of 694 reserved parking spaces.

The new minimum parking calculations may be completed by removing the 694 total reserved spaces and the parking demand related to those reserved spaces and reviewing the new shared parking demands which are displayed in **Table 8**.

Table 8: Reserved Parking and Hourly Parking Demand

Use Type	7 AM – 8 AM	8 AM – 9 AM	9 AM – 10 AM	10 AM – 11 AM	11 AM – 12 PM	12 PM – 1 PM	1 PM – 2 PM	2 PM – 3 PM	3 PM – 4 PM	4 PM – 5 PM	5 PM – 6 PM	6 PM – 7 PM	7 PM – 8 PM	8 PM – 9 PM	9 PM – 10 PM	10 PM – 11 PM	11 PM – 12 AM	12 AM – 1 AM
Reserved Parking for Residents	544	544	544	544	544	544	544	544	544	544	544	544	544	544	544	544	544	544
Reserved Parking For Hotel	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Shared Parking Demand for Apartment Residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shared Parking Demand for Apartment Guests	51	46	42	39	34	35	34	35	35	38	44	49	54	56	57	58	58	58
Shared Parking Demand for Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shared Parking for Retail & Restaurant	3	8	16	28	38	51	61	56	55	48	56	67	73	73	66	53	38	25
Hourly Maximum	748	748	752	761	766	780	789	785	784	780	794	810	821	823	817	805	790	777

As seen in **Table 8**, the development will require a total of 823 parking spaces, of which 694 are reserved parking spaces. Therefore, the development will provide 233 excess parking spaces. An additional 6 parking spaces is being considered within the shared parking to allow for site plan adjustments during the City review process. With the excess parking spaces provided, the developer plans to designate 227 parking spaces for public parking. The proposed uses for the parking spaces provided are summarized in **Table 9**.

Table 9: Proposed Parking Uses and Amounts

Use Type	Spaces
Resident Spaces (Reserved)	544
Hotel Spaces (Reserved)	150
Shared Spaces (Required)	129
Shared Spaces (Contingency)	6
Public	227
Total	1,056

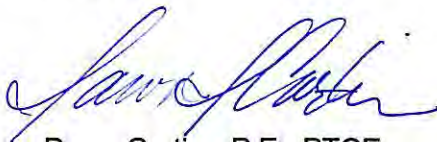
CONCLUSIONS

- The site is located within a Corridor Area of the Transportation Overlay District (TOD) and has many public transit options within the vicinity.
- The current site plan indicates a total of 486 bicycle parking spaces will be provided, which is more than the 473 minimum spaces required by the City of Tempe.
- After proposed reductions and in accordance with the City's shared parking model, the minimum number of parking stalls required for the site if no stalls are reserved is 696 stalls.
- The development proposes to provide a total of 1,056 parking spaces (including 16 on-street parking spaces), of which 694 parking spaces will be reserved. Should all remaining parking spaces be shared, a minimum of 129 spaces is required to service the additional parking demand. An additional 6 parking spaces is being considered within the shared parking to allow for site plan adjustments during the City review process. With the excess parking spaces provided, the developer plans to designate 227 parking spaces for public parking.

Should you wish to discuss this information further, please contact me at (480) 659-4250.

Sincerely,

CivTech



Dawn Cartier, P.E., PTOE
Project Engineer



May 13, 2015

The Honorable Mark Mitchell
Mayor
City of Tempe
P.O. Box 5002
Tempe, AZ 85280

Dear Mayor Mitchell:

As we recently discussed, ASU has reviewed the plans for the University Square project in Tempe, a mixed-use development project being proposed by Opus Development Corporation to be located on the 3.22 acre site at University and 7th Street. While ASU is very supportive of private development adjacent to the Tempe campus, and while we appreciate many aspects of the quality and design of this project, we have one overriding concern: it is just too tall for that particular location.

The City of Tempe is becoming a very unique urban center; a place where people want to live, work, and play -- as well as to seek an education and to participate in the life of the university. As new real estate projects emerge which will help shape the physical environment and social fabric of the city, ASU is committed to its collaboration with the City to identify and implement appropriate principles for design and development. One such principle which seems particularly applicable in this case is that the density and height of buildings should be appropriate to the character and uses of the surrounding community and campus -- as well as to an organic integration and blending of the community and the campus. In that regard, we believe that tall, dense projects like that proposed for University Square are better suited for the Rio Salado corridor and the lakefront, and not on parcels interior to the downtown and campus environment. As an example, when College Avenue Commons at College and Veterans Way was built as part of our efforts to develop a campus neighborhood which could easily flow into the Mill Avenue corridor, ASU limited its height to five stories. We are well on our way to the achievement of a blended downtown/campus environment that is an attractive, consistent and defining feature of our community.

Before the City offers a package of public assistance for the University Square project, I ask that you please consider ASU's concerns and that the City work with the developer to modify the project to better conform to the surrounding neighborhood. The ASU team would be happy to discuss this further if needed. Thanks for considering our concerns as you evaluate the proposed University Square project.

Sincerely,

A handwritten signature in blue ink that reads "Michael Crow".

Michael M. Crow
President

OFFICE OF THE PRESIDENT

FULTON CENTER 410, 300 E. UNIVERSITY DRIVE
PO BOX 877705 TEMPE, AZ 85287-7705
(480) 965-8972 FAX: (480) 965-0865

ATTACHMENT 98